

LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA2-6 | Transport Assessment (TR-001-000)

Annex B(ii): Baseline survey report

Traffic and transport

November 2013

LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA2-6 | Transport Assessment (TR-001-000)

Annex B(ii): Baseline survey report

Traffic and transport

November 2013



Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

A report prepared for High Speed Two (HS2) Limited.

High Speed Two (HS2) Limited,
Eland House,
Bressenden Place,
London SW1E 5DU

Details of how to obtain further copies are available from HS2 Ltd.

Telephone: 020 7944 4908

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

High Speed Two (HS2) Limited has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the HS2 website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact High Speed Two (HS2) Limited.



Printed in Great Britain on paper
containing at least 75% recycled fibre.

1 Introduction

1.1 Background

1.1.1 The purpose of this document is to detail the traffic and public right of way (PRoW) surveys commissioned between June and August 2012 (summer 2012 surveys) for informing baseline conditions to the Transport Assessment in the HS2 London Metropolitan area.

1.1.2 Once the summer 2012 survey data were processed and analysed, a second tranche of surveys were commissioned in October 2012.

1.1.3 New traffic surveys were commissioned where limited or no existing survey data were available.

1.1.4 Traffic surveys were undertaken in June or July 2012, followed by PRoW surveys in September 2012.

1.2 Survey types

1.2.1 In addition to use of existing data, including that provided by the local planning and highway authorities, and use of transport models, new surveys were undertaken. Much of this transport survey work was carried out in June and July 2012 to support the TA, these typically consisted of:

- manual classified counts (MCC) - fully classified link count data surveys at highway junctions, to identify the existing traffic demand and turning profiles at the key junctions, located within the study area;
- automatic traffic counts (ATC) for up to two weeks per survey site to record speed, vehicle class data and existing traffic volumes along the highway routes;
- pedestrian counts, conducted on-street and at junctions;
- parking accumulation within the vicinity of the planned worksites;
- journey time data – at key points along routes and through sections of highway for general traffic;
- PRoW pedestrian surveys – recreational and non-recreational surveys carried out at identified routes and stations. The surveys take account of the nature of the routes and their levels of utilisation; and
- PRoW interview questionnaire surveys –conducted to build on the PRoW pedestrian survey information so that information on the ultimate journey origins and destinations can be recorded.

1.3 Traffic survey methodology

- 1.3.1 Survey locations were selected based on areas in close proximity to interventions and construction worksites. All traffic sites are shown on the traffic survey maps contained in Appendix A (sheets 2 and 3 fall into CFA1 Euston station and approach).

1.4 Traffic survey approvals

- 1.4.1 Prior to the survey, fieldwork approvals to undertake the surveys from each local authority were sought.
- 1.4.2 The Head of Traffic or equivalent of each of the following local authorities were contacted:
- Camden;
 - Ealing;
 - Brent;
 - City of Westminster;
 - Hillingdon;
 - Hammersmith and Fulham, and
 - Kensington and Chelsea.
- 1.4.3 Of the seven boroughs contacted, five consented straight away on the proviso that traffic data will be provided to the boroughs on completion of the surveys. London Borough of Camden consented provided that the cost of maintenance of re-painting lamp columns used to secure ATCs and cameras. A fee of £1,000.00 was eventually agreed.
- 1.4.4 London Borough of Hillingdon (LBH) did not give permission for the surveys to go ahead within the timeframe required for the strategic modelling and a series of supplementary observation surveys were therefore progressed.

1.5 Traffic survey execution

- 1.5.1 The traffic surveys were undertaken between 11 June 2012 and 07 July 2012.
- 1.5.2 Actual dates for specific survey types were as follows:
- ATCs: 11 June 2012 – 01 July 2012
 - MCCs: 13 June 2012 – 23 June 2012
 - parking: 29 June 2012 – 07 July 2012
 - journey time: 04 July 2012 – 07 July 2012

- 1.5.3 As LBH did not provide permission to proceed, it was decided that observations using cameras for turning movements and ATC would be dropped and that turning counts for a reduced number of sites would be undertaken manually by trained numerators during a 12 hour period for both weekday and weekend day. The reduced sites were selected to provide counts on routes where no or limited data existed.
- 1.5.4 It was intended that the ATC would be undertaken in September 2012 should LBH grant permission. The list of the reduced number of junctions which were surveyed is contained in Appendix B.
- 1.5.5 In addition, a small number of ATC were substituted by 12 hour manual link counts mainly on the A40 where the road is busy and road speed is relatively higher than the quieter roads. Transport for London (TfL) did not provide permission to the sub-consultant to install the ATC equipment on the road as it required sections of the road to be closed off in order to do so.
- 1.5.6 A list of manual link counts sites is contained in Appendix C.

1.6 Survey results

- 1.6.1 Summaries of the survey results are presented in the following Appendices:
- Appendix D - ATC;
 - Appendix E - MCC;
 - Appendix F - parking;
 - Appendix G - journey time; and
 - Appendix H - pedestrian counts

2 Public rights of way surveys

2.1 Introduction

- 2.1.1 All PRoW which may be intersected by the proposed HS2 route were surveyed. These included canal towpaths, footpaths, cycle paths, bridleways, and equestrian routes. Principally, PRoW surveys record the nature of the routes and their levels of utilisation.
- 2.1.2 The PRoW survey sites for CFA2-6 are shown in Appendix I.

2.2 PRow survey specification

- 2.2.1 The PRow surveys for leisure routes were conducted in August on Saturdays and/or Sundays, as it was anticipated that this will reflect the peak movement demands along these routes. In addition, surveys were conducted on weekdays during September with a view to capturing 'commuter' movements on those routes which serve areas which may be used for purposes other than leisure and recreation.
- 2.2.2 In addition to recording the level of usage of the routes, a number of users were asked to participate in completing a questionnaire. The questionnaire was designed to build on the pedestrian survey by capturing information on the whole journey origins and destinations.

2.3 PRow survey types

- 2.3.1 The two main PRow survey types were:
- recreational (leisure) routes - These included river and canal banks, cycleways, bridle paths, walking and equestrian routes; and
 - non-recreational routes (station pedestrian movements) - carried out at existing stations.
- 2.3.2 PRow surveys were carried out at the following stations:
- Camden Road – Overground;
 - Queen's Park – Underground;
 - South Hampstead – Overground;
 - Hanger Lane – Underground;
 - Perivale – Underground;
 - Northolt – Underground; and
 - Greenford – Underground.
- 2.3.3 The PRow leisure routes surveys were carried out on Sunday 19 September and the station pedestrian surveys were carried out on Thursday 23 September and Sunday 19 September.
- 2.3.4 The PRow survey schedule is contained in Appendix J.

2.4 PRow survey notifications and approvals

- 2.4.1 In addition to local authorities, Canal & River Trust (formerly British Waterways) and both London Underground and London Overground were informed regarding intention to survey.

2.5 PRow survey results

2.5.1 Summary of survey results are presented in the following Appendices:

- Appendix K - PRow pedestrian counts; and
- Appendix L - PRow questionnaires.

3 October 2012 traffic surveys

3.1.1 A second set of surveys were undertaken in October 2012. The plan showing the location for the October 2012 Traffic Surveys is shown in Appendix M.

3.1.2 The following key areas were surveyed:

- Old Oak Common Gyratory;
- North Acton Gyratory; and
- West Gate.

3.1.3 For these additional counts, only MCC and Pedestrian Counts at the junctions were required.

3.1.4 Actual dates for different surveys were as follows:

- Old Oak Common Gyratory: 06 October 2012 and 10 October 2012
- North Acton Gyratory: 06 October 2012 and 10 October 12
- West Gate: 06 October 2012 and 10 October 12

3.1.5 The October 2012 MCC summary data for AM Peak (8:00-9:00am) are presented in Appendix N and the Pedestrian counts summary results are shown in Appendix O.

4 Supplementary short term counts May and June 2013

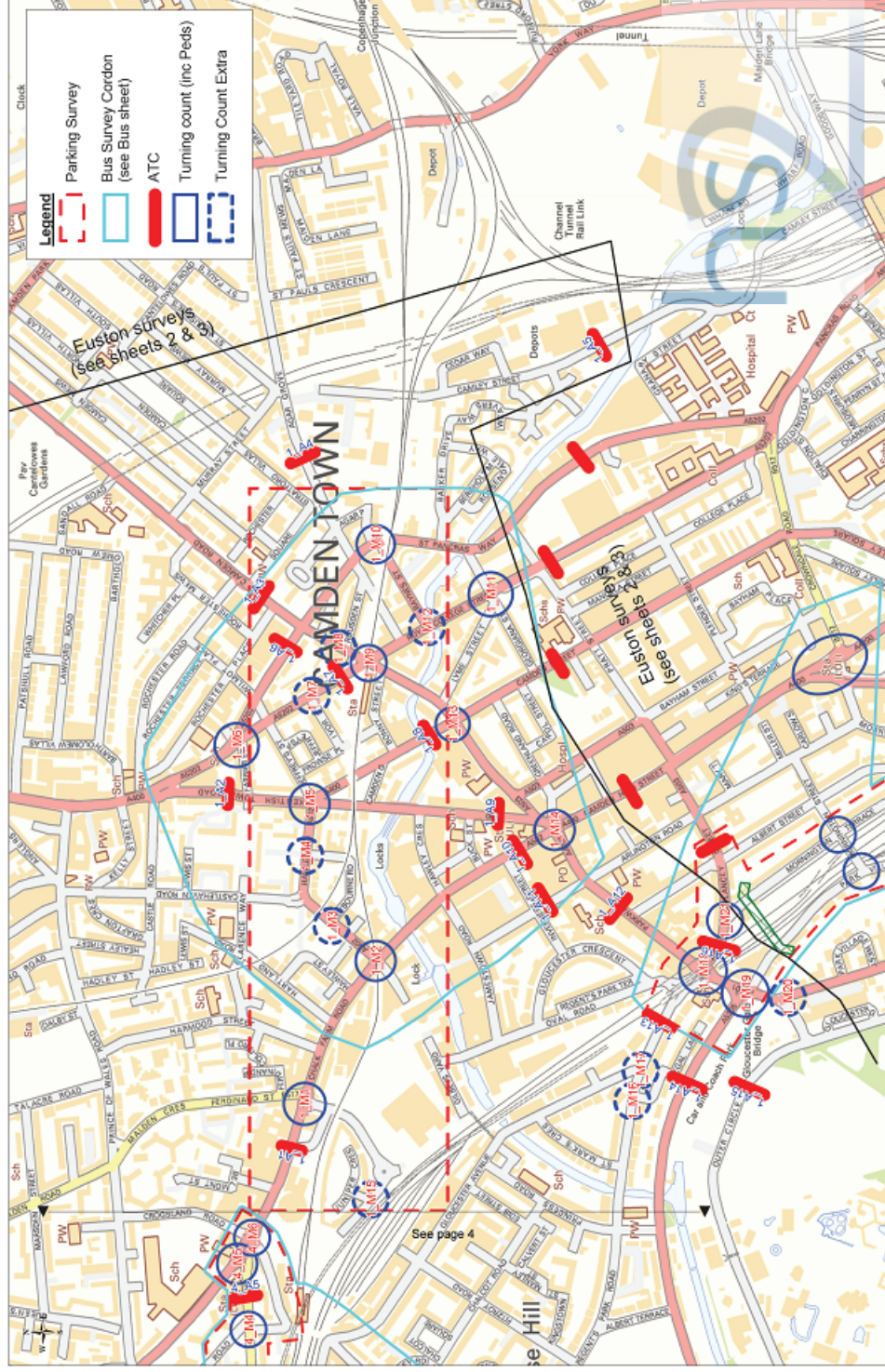
4.1.1 Following a review of all data collected and available from TfL databases and potential HS2 scheme interventions a series of short term check counts were undertaken in May and June 2013. These are presented in Appendix P.

Appendix A -Traffic Survey Location Plans and MCC / ATC Schedule

Appendix A.1 - Traffic Survey Location Plans

Note that “Turning Count Extra” refers to additional MCC undertaken beyond the original specification”.

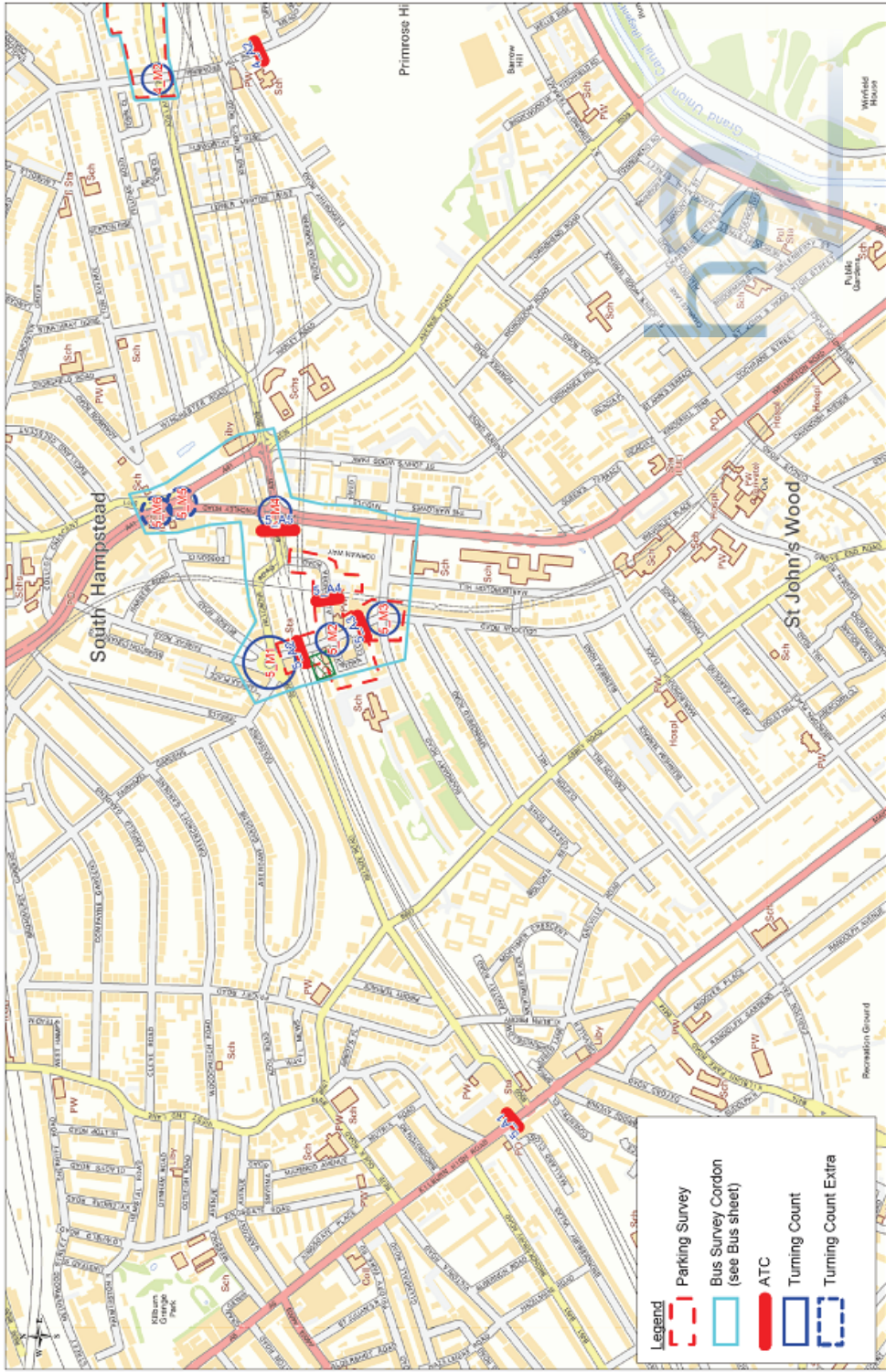
HS2 Survey Locations 251 Met London (Excl Euston)



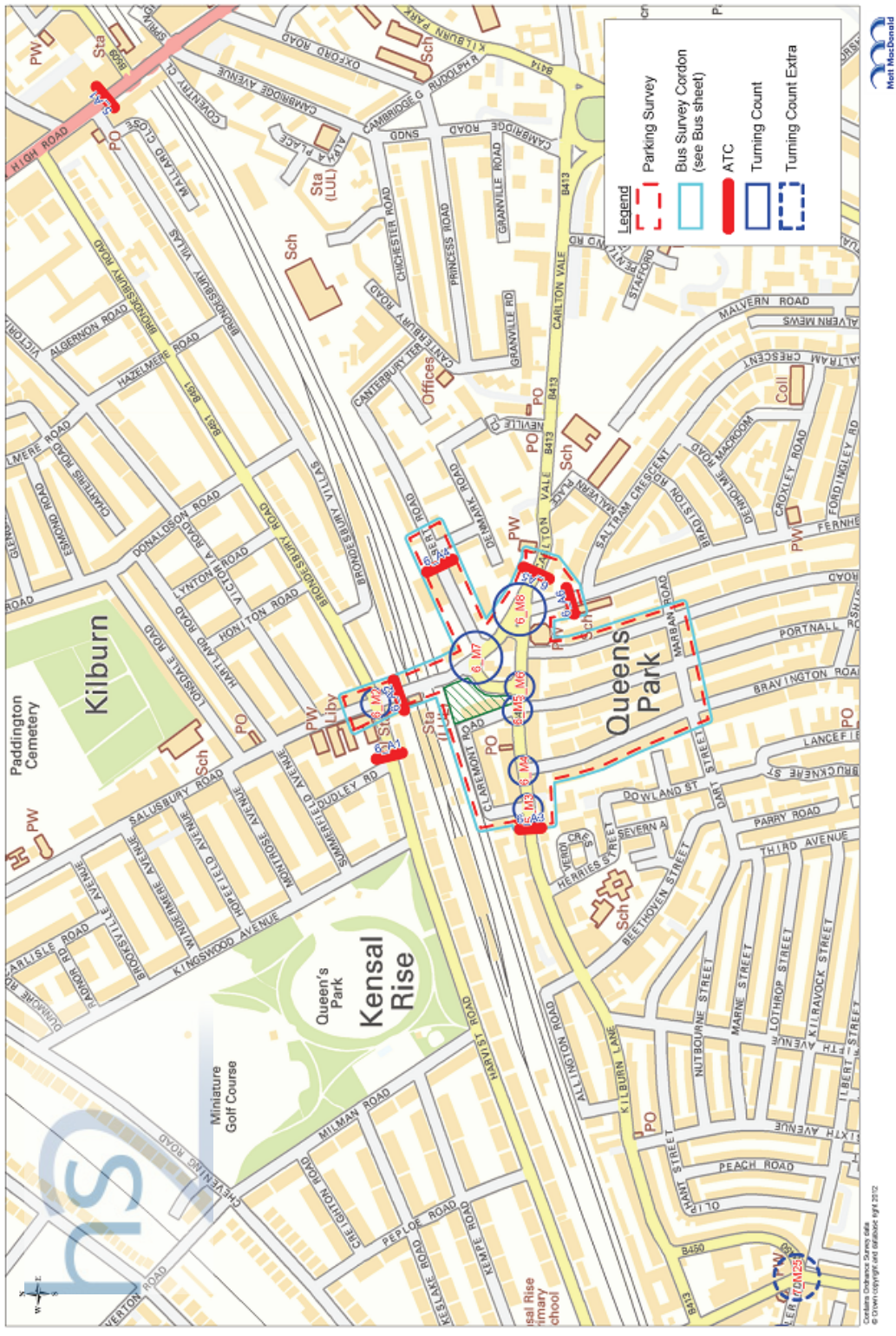
HS2 Survey Locations 251 Met London (Excl Euston)



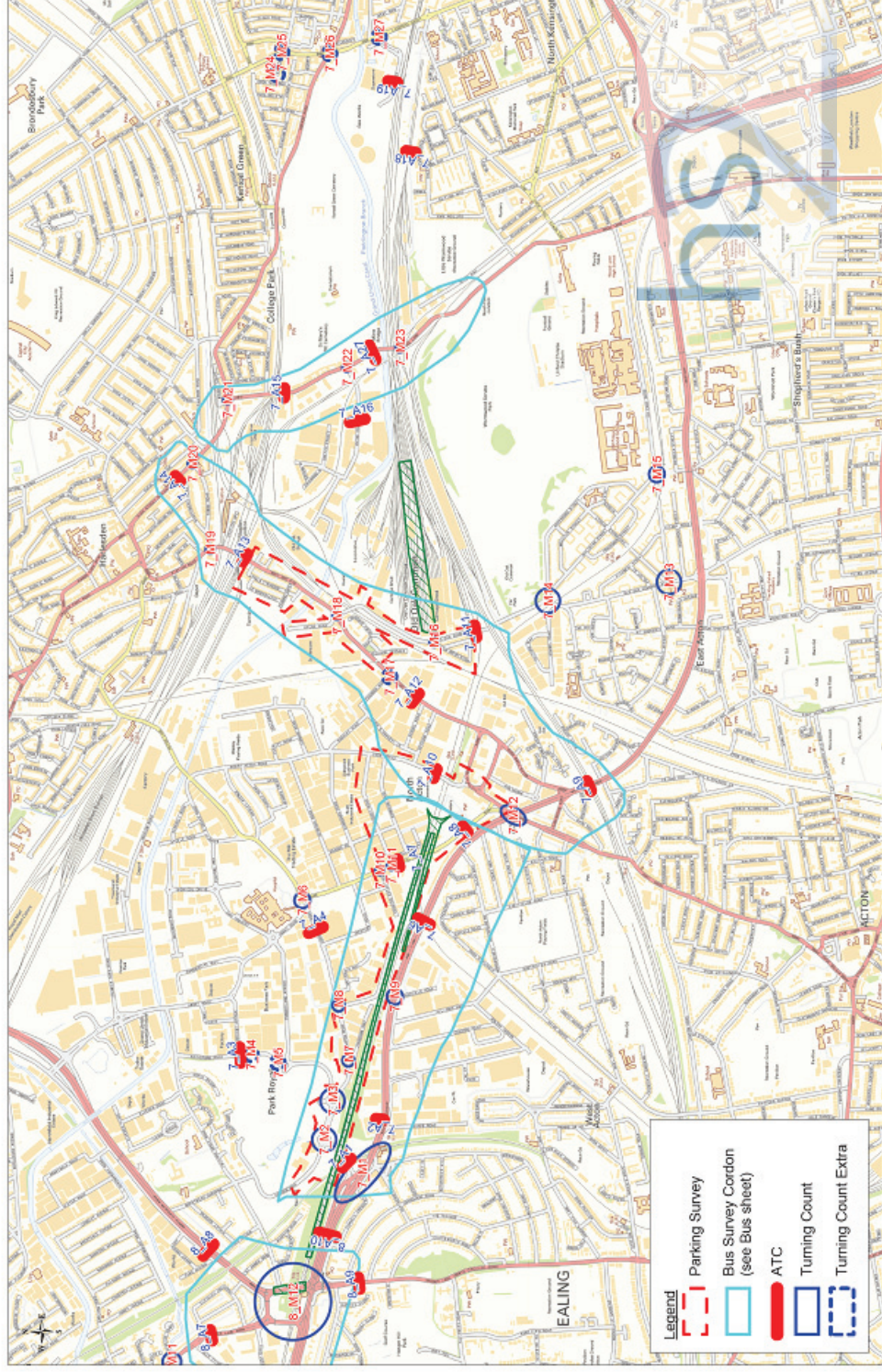
HS2 Survey Locations 251 Met London (Excl Euston)



HS2 Survey Locations 251 Met London (Excl Euston)

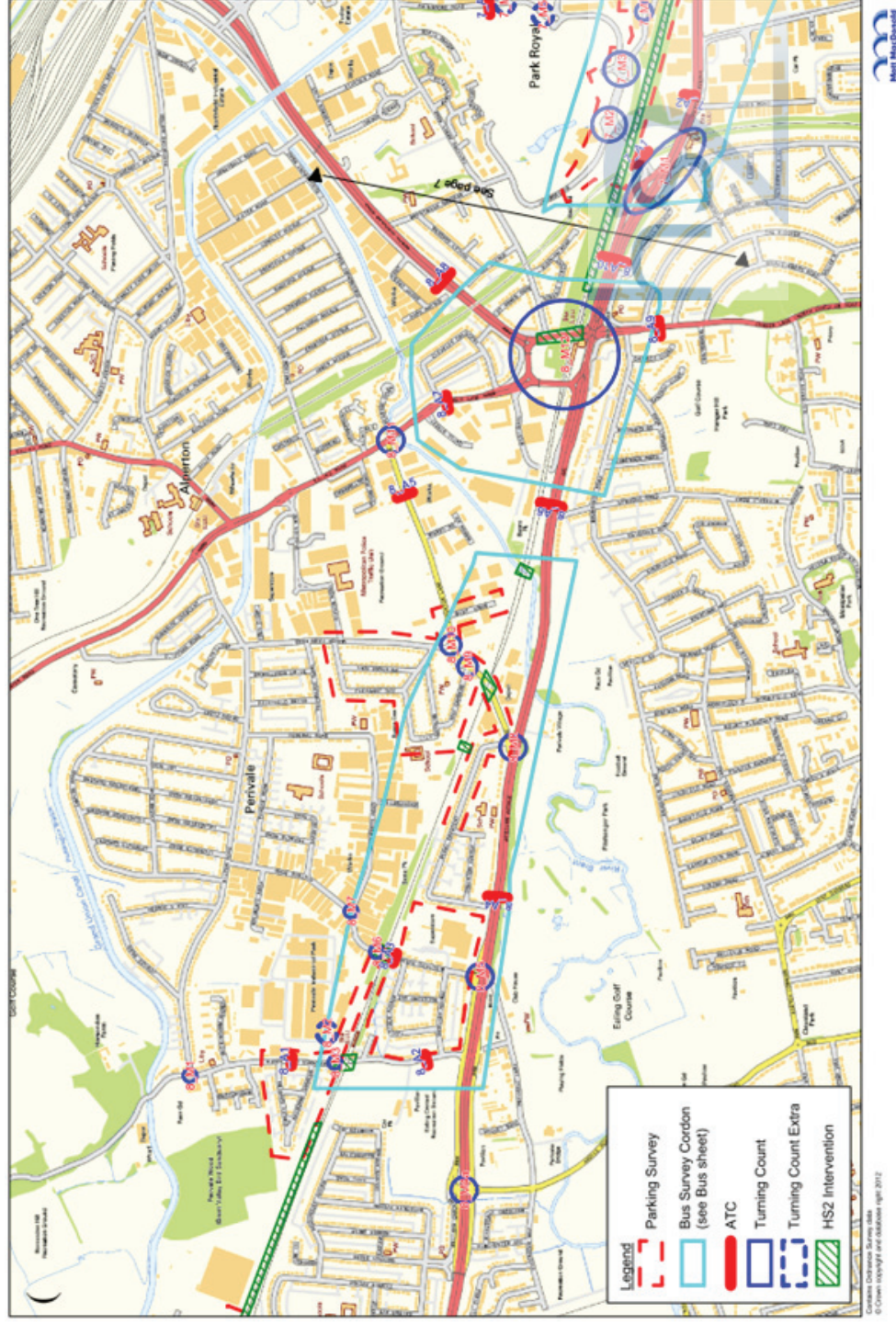


HS2 Survey Locations 251 Met London (Excl Euston)

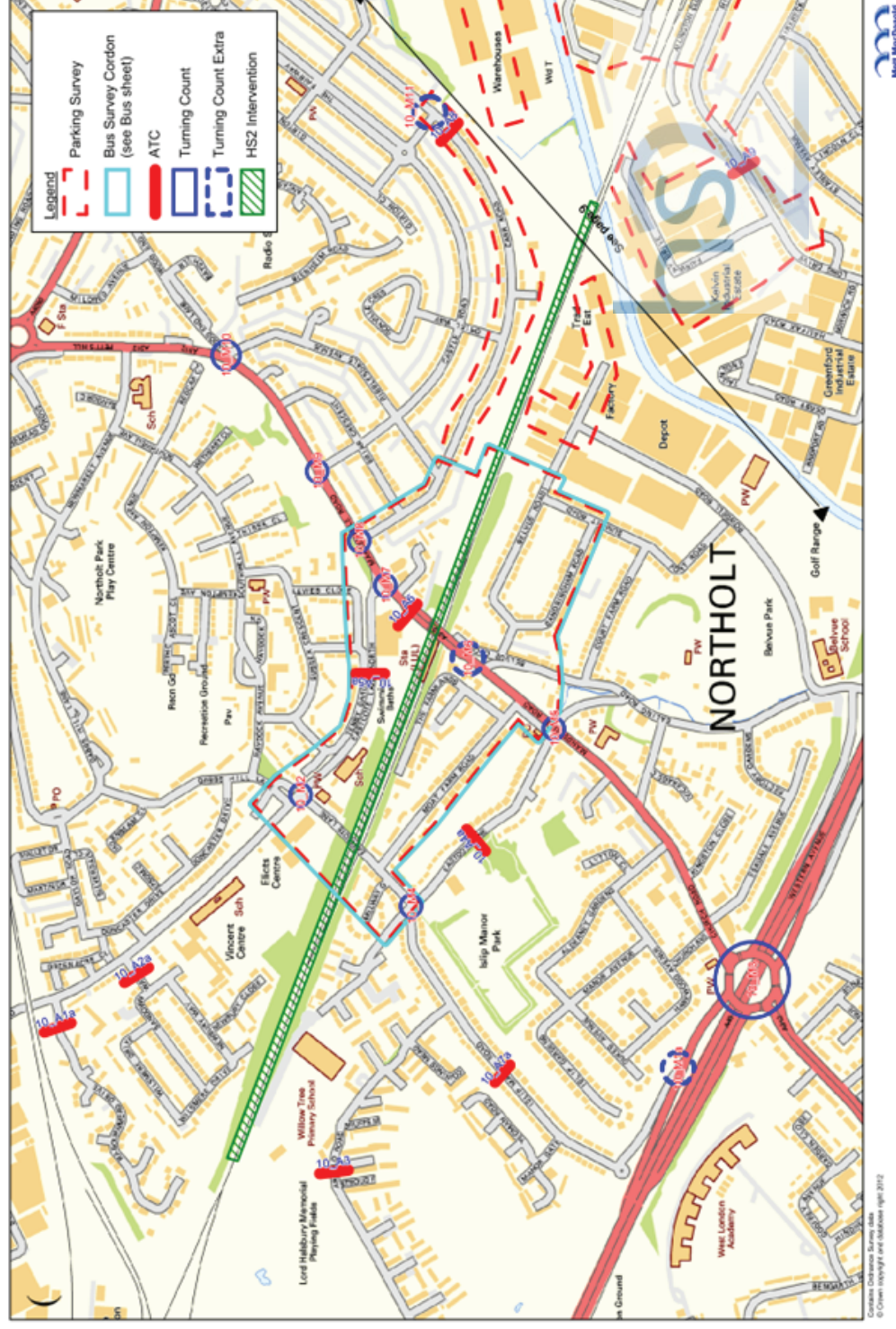


Copyright © 2012 Met Macdonald

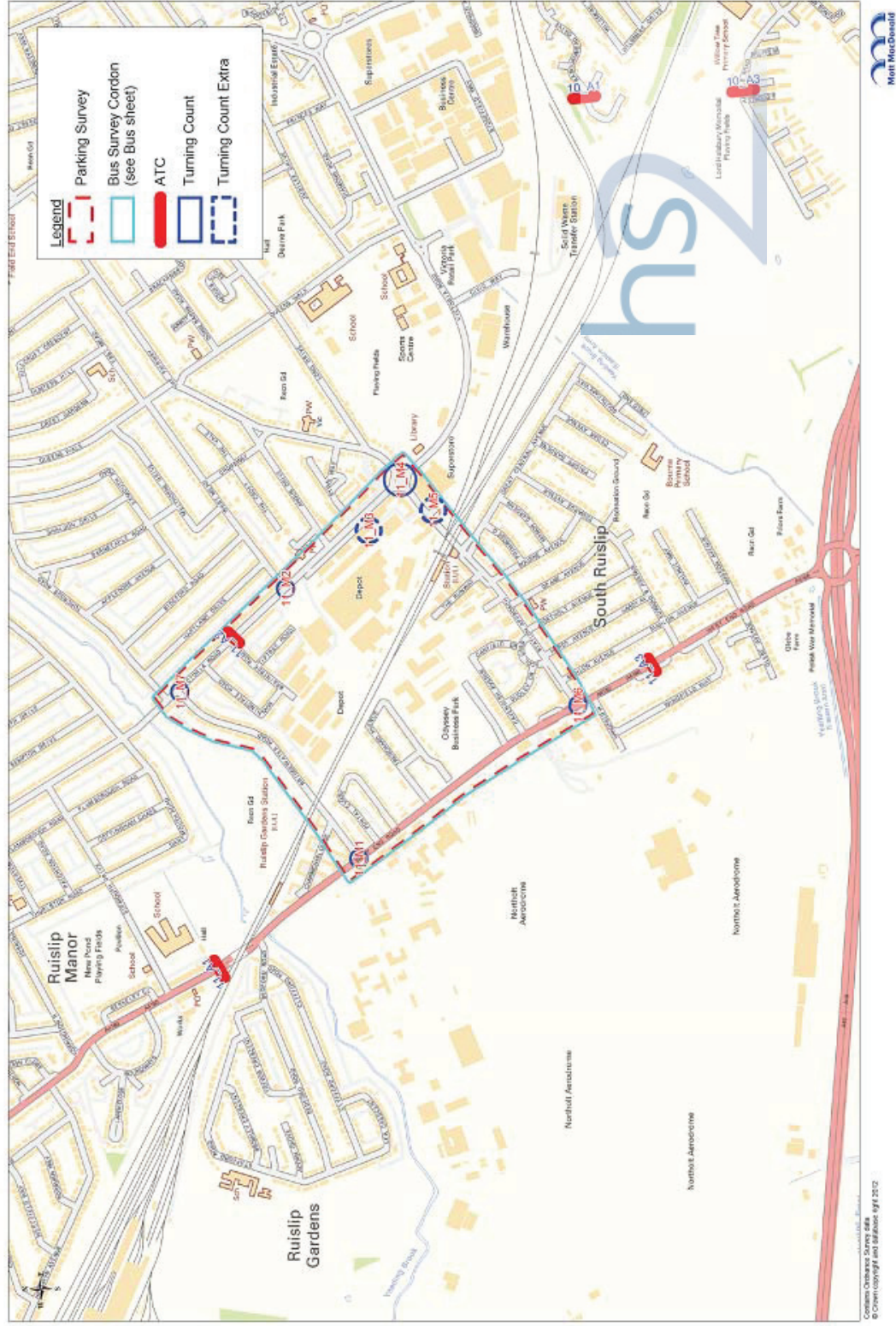
HS2 Survey Locations 251 Met London (Excl Euston)



HS2 Survey Locations 251 Met London (Excl Euston)



HS2 Survey Locations 251 Met London (Excl Euston)



Appendix A.2 – MCC / ATC Schedule as of 01/07/2012

Contract 221 London Metropolitan Sheets 1-12 (ref TN 65g)				Actual Survey Date	
MCC in 15 minute intervals				Weekday	Saturday
ID	Easting	Northing			
MCC Part 1 of 2					
1_M1	528435	184296	Chalk Farm Road / Ferdinand St / Juniper Crescent (access to Morrison)	13/06/2012	16/06/2012
1_M10	529398	184174	St Pancras Way / Baynes St / Wrotham Rd	19/06/2012	23/06/2012
1_M11	529312	183976	Royal College St / Georgiana St	13/06/2012	16/06/2012
1_M12	529255	184086	Royal College St / Baynes St	13/06/2012	16/06/2012
1_M13	529088	184042	Camden St / Camden Rd	13/06/2012	16/06/2012
1_M14	528906	183866	Kentish Town Rd / Camden Rd / Greenland Rd/ Camden High St/ Parkway/ Chalk Farm Road	19/06/2012	16/06/2012
1_M15	528270	184183	Juniper Crescent (South end) / Access Road	21/06/2012	16/06/2012
1_M16	528439	183733	Regent's Park Rd / Regal Lane	12/06/2012	23/06/2012
1_M17	528492	183719	Regent's Park Rd / Gloucester Avenue	12/06/2012	23/06/2012
1_M18	528663	183611	Parkway / Delancey St / Gloucester Avenue	12/06/2012	23/06/2012
1_M19	528625	183538	Prince Albert Rd / Park Vilalge E / Albany St/ Parkway	12/06/2012	16/06/2012
1_M2	528681	184174	Chalk Farm Rd / Hawley Rd	13/06/2012	16/06/2012
1_M20	528617	183466	Gloucester Gate / Albany St	12/06/2012	16/06/2012
1_M21	528750	183573	Delancey St / Momington Terrace	12/06/2012	23/06/2012
1_M3	528741	184250	Hawley Road / Leybourne Rd (western end)	13/06/2012	23/06/2012
1_M4	528861	184296	Hawley Road / Torbay Court	19/06/2012	16/06/2012
1_M5	528951	184288	Kentish Town Rd/ Camden St / Hawley Rd	13/06/2012	16/06/2012
1_M6	529052	184413	Royal College St / St Pancras Way / Farrier St	13/06/2012	16/06/2012
1_M7	529137	184284	Royal College St / Ivor St	13/06/2012	16/06/2012
1_M8	529219	184239	Camden Rd / Rousden St	13/06/2012	16/06/2012
1_M9	529193	184186	Camden Rd / Royal College St	19/06/2012	23/06/2012
4_M1	527810	184689	Haverstock Hill / Steele's Rd	12/06/2012	16/06/2012
4_M2	527512	184346	Adelaide Rd / Primrose Hill Rd	12/06/2012	23/06/2012
4_M3	527718	184372	Adelaide Rd / Eton Rd / Fellows Rd	12/06/2012	16/06/2012
4_M4	528046	184393	Adelaide Rd / Eton College Rd / Regent's Park Rd	12/06/2012	16/06/2012
4_M5	528159	184413	Adelaide Rd / Haverstock Hill	12/06/2012	23/06/2012
4_M6	528204	184387	Haverstock Hill / Crogsland Rd / Regent's Park Rd	12/06/2012	16/06/2012
5_M1	526338	184121	Fairfax Rd / Belsize Rd / Hilgrove Rd roundabout	12/06/2012	16/06/2012
5_M2	526384	183995	Loudoun Road / Alexandra Place / Alexandra Rd	12/06/2012	16/06/2012
5_M3	526426	183892	Loudoun Road / Boundry Rd	19/06/2012	16/06/2012
5_M4	526639	184110	Hilgrove Rd / Finchley Rd / Adelaide Rd	12/06/2012	23/06/2012
5_M5	526658	184298	Finchley Rd / Ave Rd / College Crescent	19/06/2012	16/06/2012
5_M6	526640	184348	Finchley Rd /College Crescent	19/06/2012	16/06/2012
6_M2	524614	183275	Salisbury Rd / Brondesbury Rd / Harvist Rd	Sept 12 delay due to road w orks	
6_M3	524475	183073	Kilburn Lane / Claremont Rd (Western access)	Sept 12 delay due to road w orks	
6_M4	524525	183079	Kilburn Lane / Bravington Rd	Sept 12 delay due to road w orks	
6_M5	524605	183087	Kilburn Lane / Claremont Rd (Eastern access)	Sept 12 delay due to road w orks	
6_M6	524637	183084	Kilburn Lane / Premier Corner	Sept 12 delay due to road w orks	
6_M7	524675	183142	Salisbury Rd / Premier Corner / Albert Rd	Sept 12 delay due to road w orks	
6_M8	524739	183084	Kilburn Lane / Salisbury Rd / Carlton Vale / Fernhead Rd	Sept 12 delay due to road w orks	
7_M1	519025	182366	A40 Western Avenue slip lane exit, West of Hanger Green	w/e 30/06/12	30/06/2012
7_M10	520329	182291	Park Royal Road / Trading Est Rd	w/e 30/06/12	30/06/2012
7_M11	520349	182241	Park Royal Road / Gorst Rd	w/e 30/06/12	30/06/2012
7_M12	520565	181711	Park Royal Road / Victoria Rd / A40 Western Ave	w/e 30/06/12	30/06/2012
7_M13	521572	181034	Old Oak Common Lane / Du Cane Rd	w/e 30/06/12	30/06/2012
7_M14	521491	181560	Brunel Road / Old Oak Common Lane / Braybrook St / Wulfstan St / Long Drive	w/e 30/06/12	30/06/2012
7_M15	522036	181087	Du Cane Rd / Wulfstan St	w/e 30/06/12	30/06/2012
7_M16	521310	182055	Old Oak Common Lane / Wells House Rd	w/e 30/06/12	30/06/2012
7_M17	521163	182249	Victoria Road / Chandos Road	w/e 30/06/12	30/06/2012
7_M18	521427	182477	Old Oak Common Lane / Victoria Road / Atlas Road	w/e 30/06/12	30/06/2012
7_M19	521712	183028	Old Oak Lane / Station Road / Tubbs Road	w/e 30/06/12	30/06/2012
7_M2	519167	182533	Lakeside Drive/Coronation Rd Roundabout	w/e 30/06/12	30/06/2012
7_M20	522082	183106	High Street / Tubbs Road	w/e 30/06/12	30/06/2012
7_M21	522359	182952	High Street / Harrow Road / Scrubs Lane	w/e 30/06/12	30/06/2012
7_M22	522496	182434	Scrubs Lane / Hythe Road	w/e 30/06/12	30/06/2012
7_M23	522581	182203	Spare - Not required	w/e 30/06/12	30/06/2012
7_M24	523759	182738	Spare - Not required	w/e 30/06/12	30/06/2012
7_M25	523854	182718	Kilburn Lane / Buller Road / Chamberlayne Road	w/e 30/06/12	30/06/2012
7_M26	523849	182509	Kilburn Lane / Harrow Road / Ladbroke Grove	w/e 30/06/12	30/06/2012
7_M27	523920	182295	Ladbroke Grove / Canal Way / Ladbroke Grove	w/e 30/06/12	30/06/2012
7_M3	519335	182496	Rainsford Road / Coronation Rd Roundabout	w/e 30/06/12	30/06/2012
7_M4	519534	182851	Rainsford Road / Whitby Ave	w/e 30/06/12	30/06/2012
7_M5	519499	182735	Rainsford Road / Cumberland Ave Roundabout	w/e 30/06/12	30/06/2012
7_M6	520199	182628	Abbey Road / Acton Lane / Park Royal Road / Coronation Road	w/e 30/06/12	30/06/2012
7_M7	519509	182428	Coronation Road / Johnsons Way	w/e 30/06/12	30/06/2012
7_M8	519746	182470	Coronation Road / Sovereign Park	w/e 30/06/12	30/06/2012
7_M9	519784	182225	A40 Western Avenue slip lane exit, near Mansfield Road	w/e 30/06/12	30/06/2012

MCC Part 2 of 2					
8_M1	516282	183803	Horsenden Lane South / Bilton Road	w/e 30/06/12	30/06/2012
8_M10	517589	183013	Manor Farm / Alperton Lane	w/e 30/06/12	30/06/2012
8_M11	518210	183195	Alperton Lane / Ealing Road / Riverside Garden	w/e 30/06/12	30/06/2012
8_M12	518469	182668	Hanger Lane Gyatory	w/e 30/06/12	30/06/2012
8_M2	516412	183389	Horsenden Lane / Entry to Perivale Car Park (located on North of the station)	w/e 30/06/12	30/06/2012
8_M3	516327	183278	Horsenden Lane / Chilham Close (Access to Perivale Car Park located on South of the station)	w/e 30/06/12	30/06/2012
8_M4a	515932	182972	All movements on B456 Argyle Road / Teignmouth Gardens (Roundabout located over A40)	w/e 30/06/12	30/06/2012
8_M5	516582	182924	A40 Western Avenue / Perivale Lane	w/e 30/06/12	30/06/2012
8_M6	516658	183238	Bideford Avenue / Exit from Perivale Car Park (located on North of the station)	w/e 30/06/12	30/06/2012
8_M7	516781	183315	Bedford Road / Aintree Road / Wandsworth Road	w/e 30/06/12	30/06/2012
8_M8	517277	182824	A40 Western Avenue / Alperton Lane / Royal Crescent	w/e 30/06/12	30/06/2012
8_M9	517524	182962	Alperton Lane / May Garden	w/e 30/06/12	30/06/2012
9_M1	514906	184566	Oldfield Lane N / Auriol Drive (Northern access)	19/06/2012	23/06/2012
9_M2	514822	184125	Oldfield Lane N / Ockham Drive	19/06/2012	23/06/2012
9_M3	514825	184011	Oldfield Lane N / Access between Ockham Drive and Rockware Ave	19/06/2012	23/06/2012
9_M4	514822	183970	Oldfield Lane N / Station Approach / Rockware Ave	19/06/2012	23/06/2012
9_M5	515004	183905	Greenford Road / Rockware Ave	19/06/2012	23/06/2012
9_M6	514768	183840	Oldfield Lane N / Uneeda Drive	19/06/2012	23/06/2012
9_M7	514967	183766	Greenford Road / Bennetts Ave / Uneeda Drive	19/06/2012	23/06/2012
9_M8	514674	183690	Oldfield Lane N / Birkbeck Ave	19/06/2012	23/06/2012
9_M9a	515127	183849	Lyon Way/Rockware Avenue	19/06/2012	23/06/2012
10_M1a	512414	184075	Islip Manor Road j/w A40 eastbound exit slip	20/06/2012	23/06/2012
10_M10	513773	184906	Mandeville Road / Ribblesdale Ave/ / Wood End Lane	20/06/2012	23/06/2012
10_M11	514229	184522	Carr Road / Glamis Way	27/06/2012	23/06/2012
10_M2	512944	184766	Eastcote Lane / Eastcote Lane N / Dabbs Hill Lane	20/06/2012	
10_M3	512595	183912	Target Roundabout - Church Lane / Western Ave	20/06/2012	
10_M4	512735	184557	Abbot Close / Eastcote Lane / Islip Manor Road	20/06/2012	23/06/2012
10_M5	513069	184287	Mandeville Road / Eastcote Lane	20/06/2012	23/06/2012
10_M6	513200	184450	Mandeville Road / Ealing Road	20/06/2012	23/06/2012
10_M7	513339	184605	Mandeville Road / Eastcote Lane North	20/06/2012	
10_M8	513423	184655	Mandeville Road / Carr Road	20/06/2012	
10_M9	513554	184734	Mandeville Road / Castle Road	20/06/2012	23/06/2012
Hillingdon					
11_M1	510372	185635	West End Road / Bridgewater Road	w/c 1/7/12	w/c 1/7/12
11_M2	511026	185813	Victoria Road / West Mead	w/c 1/7/12	w/c 1/7/12
11_M3	511167	185612	Victoria Road / and two accesses on East and West (north of Long Drive)	w/c 1/7/12	w/c 1/7/12
11_M4	511290	185535	Victoria Road / Long Drive	w/c 1/7/12	w/c 1/7/12
11_M5	511216	185455	Long Drive / Access to Lond Drive Car Park (near Sainsbury's)	w/c 1/7/12	w/c 1/7/12
11_M6	510743	185104	West End Road / Station Approach	w/c 1/7/12	w/c 1/7/12
11_M7	510776	186069	Victoria Road / Torcross Road / Bridgewater Road	w/c 1/7/12	w/c 1/7/12
12_M1	507049	186939	Breakspear Road South / Cophall Road W	w/c 1/7/12	w/c 1/7/12
12_M2	507961	186188	High Road Ickenham / Long Lane / Swakeleys Road	w/c 1/7/12	w/c 1/7/12
12_M3	508228	186686	High Road Ickenham / The Greenway	w/c 1/7/12	w/c 1/7/12
12_M4	508539	186977	High Road Ickenham / Hill Lane / Ickenham Road	w/c 1/7/12	w/c 1/7/12
12_M5	508819	187087	Sharps lane / Ickenham Road / Kingsend / Wood Lane Roundabout	w/c 1/7/12	w/c 1/7/12
12_M6	509435	186698	West End Road / Hertlwyn Ave	w/c 1/7/12	w/c 1/7/12
Hillingdon Plan B3			6 sites		
Not required			2 sites		
To be processed by MM			2 sites		
September Surveys			8 sites		

Contract 221 London Metropolitan Sheets 1-12 (ref TN 65g)					
ATC 2 weeks in 15 minute intervals				Proposed Survey Date	Actual Survey Date
ID	Easting	Northing	Location		
ATC Part 1 of 2					
1_A1	528358	184319	Chalk Farm Road, between Belmont St and Ferdinand Street	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A10	528868	183926	Camden Street, between Inverness St and Parkway	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A11	528786	183883	Arlington Road, between Inverness St and Parkway	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A12	528771	183757	Parkway, between Albert St and Arlington Road	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A13	528577	183686	Gloucester Ave, between Oval Road and Regent's Park Road	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A14	528470	183638	Prince Albert Road, between Parkway and Princess Road	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A15	528461	183531	Outer Circle, between The Broadwalk and Gloucester Gate	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A16	528706	183584	Delancey St, between Parkway and Mornington Terrace	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A2	528968	184428	Kentish Town Road, between Castle Road and Farrier St	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A3	529307	184371	Camden Road, between Rochester Place and Rochester Rd	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A4	529547	184300	Agar Grove, between Agar Place and Murray St	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A5	529741	183789	Camley St, between Granary St and Crofters Way	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A6	529224	184329	St Pancras Way, between Camden Rd and Wilmot Place	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A7	529169	184235	Royal College St, between Ivor St and Camden Rd	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A8	529070	184082	Camden St, between Camden Rd and Bonny St	11/06/12 - 24/06/12	11/06/12 - 24/06/12
1_A9	528934	183964	Kentish Town Road, between Camden Rd and Buck St	11/06/12 - 24/06/12	11/06/12 - 24/06/12
4_A1	527765	184731	Haverstock Hill, between Park Hill Rd and Steele's Rd	11/06/12 - 24/06/12	11/06/12 - 24/06/12
4_A2	527567	184142	Primrose Hill Rd, between Elsworth Rd and Oppidans Rd	11/06/12 - 24/06/12	11/06/12 - 24/06/12
4_A3	527930	184385	Adelaide Rd, between Eton College Rd and Eton Rd	11/06/12 - 24/06/12	11/06/12 - 24/06/12
4_A4	527963	184274	King Henry's Ro, between Ainger Rd and Regent's Park Rd	11/06/12 - 24/06/12	11/06/12 - 24/06/12
4_A5	528102	184397	Adelaide Rd, between Eton College Rd and Haverstock Hil	11/06/12 - 24/06/12	11/06/12 - 24/06/12
5_A1	525417	183632	Kilburn High Rd, between Brondesbury Villas and Belsize Rd	11/06/12 - 24/06/12	11/06/12 - 24/06/12
5_A2	526359	184058	Loudoun Road, between Alexandra Rd and Hilgrove Rd	11/06/12 - 24/06/12	11/06/12 - 24/06/12
5_A3	526411	183935	Loudoun Road, between Alexandra Place and Boundry Rd	11/06/12 - 24/06/12	11/06/12 - 24/06/12
5_A4	526464	184004	Alexandra Road, East West section	11/06/12 - 24/06/12	11/06/12 - 24/06/12
5_A5	526603	184104	Hilgrove Rd, between Alexandra Rd and Finchley Rd	11/06/12 - 24/06/12	11/06/12 - 24/06/12
6_A1	524545	183257	Harvist Rd, between Salusbury Rd and Dudley Rd	11/06/12 - 24/06/12	Sept 12 delay due to Rd works
6_A2	524625	183244	Salusbury Rd, between Brondesbury Rd and Eton Rd	11/06/12 - 24/06/12	Sept 12 delay due to Rd works
6_A3	524449	183070	Kilburn Lane, between Calremont Rd and Harries St	11/06/12 - 24/06/12	Sept 12 delay due to Rd works
6_A4	524797	183190	Alber Rd, between Salusbury Rd and Rupert Rd	11/06/12 - 24/06/12	Sept 12 delay due to Rd works
6_A5	524787	183063	Carlton Vale, between Frenhead Rd and Malvern Place	11/06/12 - 24/06/12	Sept 12 delay due to Rd works
6_A6	524750	183018	Fernhead Rd, between Carlton Vale and Saltram Crescent	11/06/12 - 24/06/12	Sept 12 delay due to Rd works
7_A1	519066	182436	Western Avenue, Link between A40 and Lakeside Drive/Coronation Rd Roundabout	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A10	520745	182051	Chase Road, between Victoria Road and Bethune Road	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A11	521358	181876	Old Oak Common Lane, south of Wells House Road	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A12	521070	182137	Victoria Road, between School Rd & Chandos Rd	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A13	521675	182877	Old Oak Lane, north of Goodhall St	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A14	522017	183170	High Street, between Tubbs Rd and Nightingale Rd	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A15	522386	182707	Scrubs Lane, south of Waldo Road	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A16	522267	182389	Hythe Road, South of railway bridge	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A18	523426	182156	Sunbeam Crescent, off Shresbury St	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A19	523728	182235	Canal Way, off Ladbroke Grove	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A2	519255	182291	A40 Western Ave, East of Dukes Road	25/06/12 - 08/07/12	TBC
7_A27	522560	182324	Scrubs Lane, South of Hythe Road	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A3	519495	182569	Rainford Road, Cumberland Ave & Coronation Road	25/06/12 - 08/07/12	TBC
7_A4	520071	182569	Coronation Road, between Western Rd and Abbey Rd	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A6_M	520107	182100	A40 Western Ave, between Mansfield Rd and Kathleen Ave (eastbound)	25/06/12 - 08/07/12	w/c 1/7/12
7_A7	520359	182211	Park Royal Road, South of Gorst Road	25/06/12 - 08/07/12	TBC
7_A8	520505	181921	Park Royal Road, North of Victoria Road	25/06/12 - 08/07/12	25/06/12 - 08/07/12
7_A9	520107	182100	A40 Western Ave, between Mansfield Rd and Kathleen Ave (westbound)	25/06/12 - 08/07/12	TBC

ATC Part 2 of 2					
8_A1	518757	182519	A40 Western Ave, near Connell Crescent (eastbound)	25/06/12 - 08/07/12	TBC
8_A10_M	518757	182519	A40 Western Ave, near Connell Crescent (westbound)	25/06/12 - 08/07/12	w/c 1/7/12
8_A2	516329	183088	Horsenden Lane South, North of Dawlish Ave	25/06/12 - 08/07/12	25/06/12 - 08/07/12
8_A3	516637	183183	Bedford Avenue, North of Tavistock Ave	25/06/12 - 08/07/12	25/06/12 - 08/07/12
8_A4	518013	182710	A40 Western Avenue, between Lynwood Road and West Gate (eastbound)	25/06/12 - 08/07/12	TBC
8_A5	518042	183153	Alperton Lane, between Marsh Road and Hanger Lane	25/06/12 - 08/07/12	25/06/12 - 08/07/12
8_A6_M	518013	182710	A40 Western Avenue, between Lynwood Road and West Gate (westbound)	25/06/12 - 08/07/12	w/c 1/7/12
8_A7	518323	183025	Hanger Lane, South of northern end of Clevely Crescent	25/06/12 - 08/07/12	25/06/12 - 08/07/12
8_A8_M	518692	183037	A406 North Circular Road, between Park Avenue and Brentmead Gardens	25/06/12 - 08/07/12	w/c 1/7/12
8_A9_M	518548	182382	A406 Hanger Lane, between Ashbourne Road and The Ridings	25/06/12 - 08/07/12	w/c 1/7/12
9_A2	514819	184076	Oldfield Lane N, between Station Approach and Hill Rise	18/06/12 -01/07/12	18/06/12 -01/07/12
9_A3	515031	184020	Greenford Road, between Greenpark Way and Rockware Ave	18/06/12 -01/07/12	18/06/12 -01/07/12
9_A4	514645	183652	Oldfield Lane N, between Birkbeck Ave and Ingram Way	18/06/12 -01/07/12	18/06/12 -01/07/12
9_A5	514950	183717	Greenford Road, between Bennetts Ave and Downing Drive	18/06/12 -01/07/12	18/06/12 -01/07/12
10_A1a	512504	185225	Rabourmead Drive, closer to Eastcote Lane south	18/06/12 -01/07/12	TBC
10_A2a	512599	185078	Sandown Way	18/06/12 -01/07/12	18/06/12 -01/07/12
10_A3	512233	184703	Arnold Road, between Attewood Road and Stroud Field	18/06/12 -01/07/12	18/06/12 -01/07/12
10_A4a	512857	184434	Eastcote Lane, Islip Manor Road and Mandeville Road	18/06/12 -01/07/12	20/06/12 -03/07/12
10_A5a	513171	184634	Eastcote Lane N, between Mandevile Road and Eastcote Lane	18/06/12 -01/07/12	20/06/12 -03/07/12
10_A6	513283	184564	Mandville Road, immediately north of railway line	18/06/12 -01/07/12	18/06/12 -01/07/12
10_A7a	512417	184384	Islip Manor, between Arnold Road and Manor Gate	18/06/12 -01/07/12	20/06/12 -03/07/12
10_A8	514192	184485	Carr Road, between Glamis Road and Oriel Way	18/06/12 -01/07/12	18/06/12 -01/07/12
10_A9	514125	183928	Long Drive, between Birkbeck Ave and Fairway Drive	18/06/12 -01/07/12	18/06/12 -01/07/12
Hillingdon					
11_A1	510104	185974	West End Road, between Sidmouth Drive and Bedford Road	18/06/12 -01/07/12	TBC
11_A2	510908	185939	Victoria Road, between Braintree Road and West Mead	18/06/12 -01/07/12	TBC
11_A3	510841	184924	West End Road, between Wingfield Way and Edward's Ave	18/06/12 -01/07/12	TBC
12_A1	507175	187193	Breakspear Road South, on rail bridge (North of Cophall Road W)	18/06/12 -01/07/12	TBC
12_A2	508146	186598	High Road Ickenham, between The Green and Oak Ave	18/06/12 -01/07/12	TBC
12_A3	508411	186873	High Road Ickenham, South of West Ruislip Station	18/06/12 -01/07/12	TBC
12_A4	508480	186918	High Road Ickenham, North of West Ruislip Station	18/06/12 -01/07/12	TBC
12_A5	509237	186518	Herlwyn Avenue, East/West stretch	18/06/12 -01/07/12	TBC
Rural South Contract 222 (Atkins)					
ATC/5005/0275	504948	188675	Moorhall Road	18/06/12 -01/07/12	TBC
ATC/5005/0258	506077	187538	Harvil Road	18/06/12 -01/07/12	TBC
A40_A406 TIL Plan B			5 sites		
Cancelled			3 sites		
September Surveys			10 sites		

Appendix B – List of Reduced Survey Locations (Hillingdon)

Sheet
11

Original Sites	Reduced Sites	Easting	Northing	Location
11_M1	11_M1	510372	185635	West End Road / Bridgewater Road
11_M2	11_M2	511026	185813	Victoria Road / West Mead
11_M3	11_M3	511167	185612	Victoria Road / and two accesses on East and West (north of Long Drive)
11_M4		511290	185535	Victoria Road / Long Drive
11_M5	11_M5	511216	185455	Long Drive / Access to Long Drive Car Park (near Sainsbury's)
11_M6		510743	185104	West End Road / Station Approach
11_M7		510776	186069	Victoria Road / Torcross Road / Bridgewater Road

Sheet
1212

Original Sites	Reduced Sites	Easting	Northing	Location
12_M1		507049	186939	Breakspear Road South / Copthall Road W
12_M2		507961	186188	High Road Ickenham / Long Lane / Swakeleys Road
12_M3	12_M3	508228	186686	High Road Ickenham / The Greenway
12_M4	12_M4	508539	186977	High Road Ickenham / Hill Lane / Ickenham Road
12_M5		508819	187087	Sharps lane / Ickenham Road / Kingsend / Wood Lane Roundabout
12_M6	12_M6	509435	186698	West End Road / Herlwyn Ave

Appendix C – List of Manual Link Counts

Sheet 7

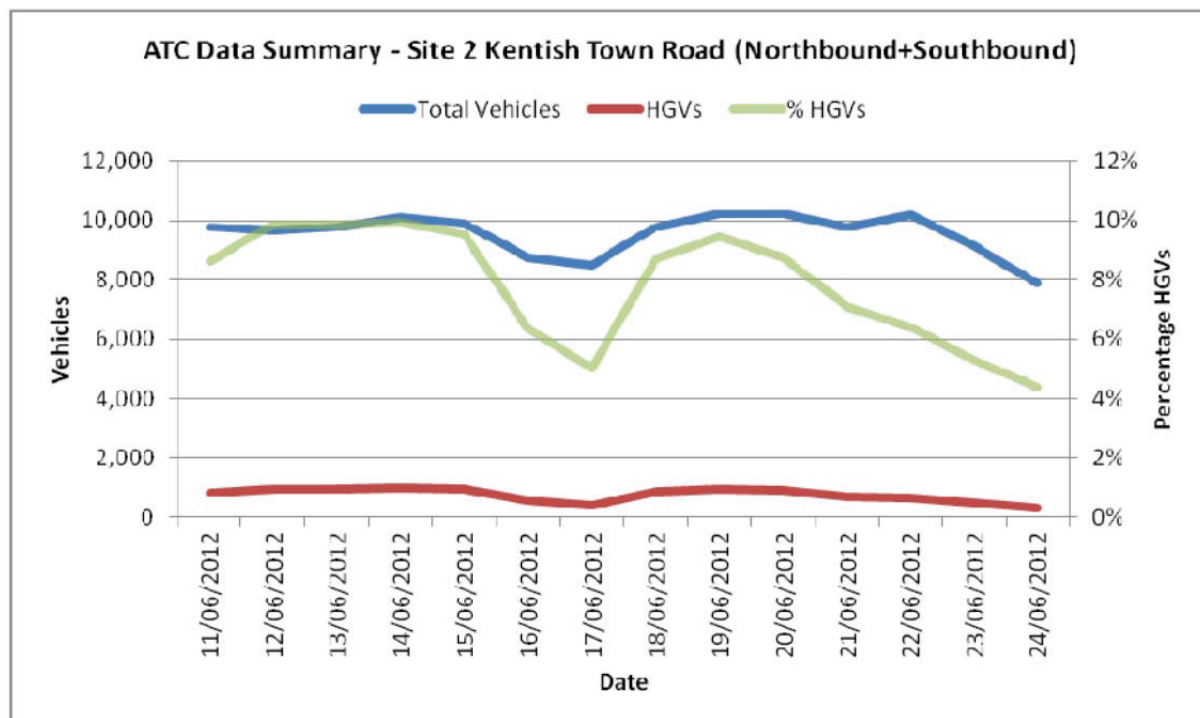
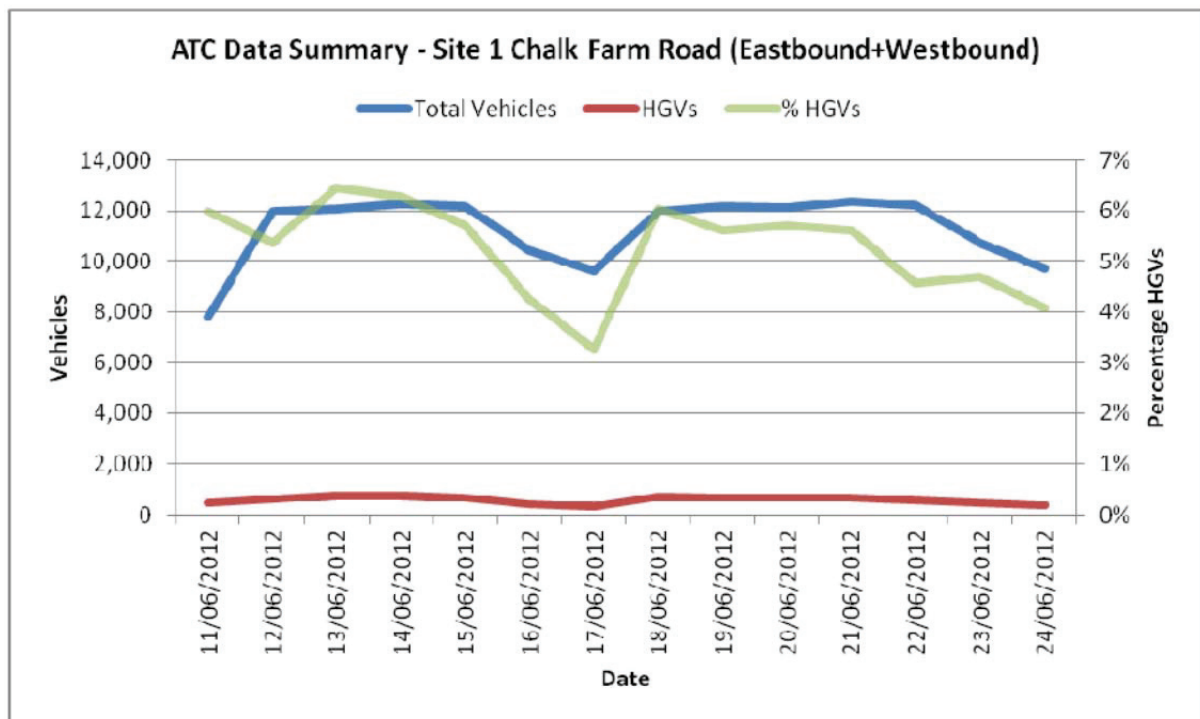
Site	Easting	Northing	Location
7_A6_M	520107	182100	A40 Western Ave, between Mansfield Rd and Kathleen Ave (eastbound)

Sheet 8

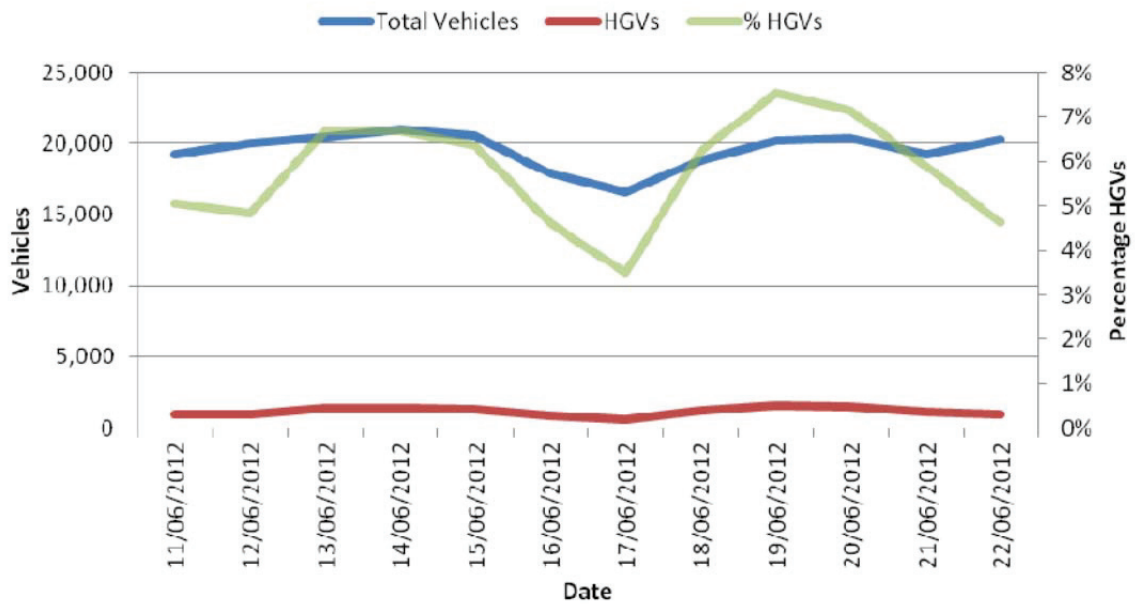
Site	Easting	Northing	Location
8_A10_M	518757	182519	A40 Western Ave, near Connell Crescent (westbound)
8_A6_M	518013	182710	A40 Western Avenue, between Lynwood Road and West Gate (westbound)
8_A8_M	518692	183037	A406 North Circular Road, between Park Avenue and Brentmead Gardens
8_A9_M	518548	182382	A406 Hanger Lane, between Ashbourne Road and The Ridings

Appendix D – ATC Survey Summary Sheets

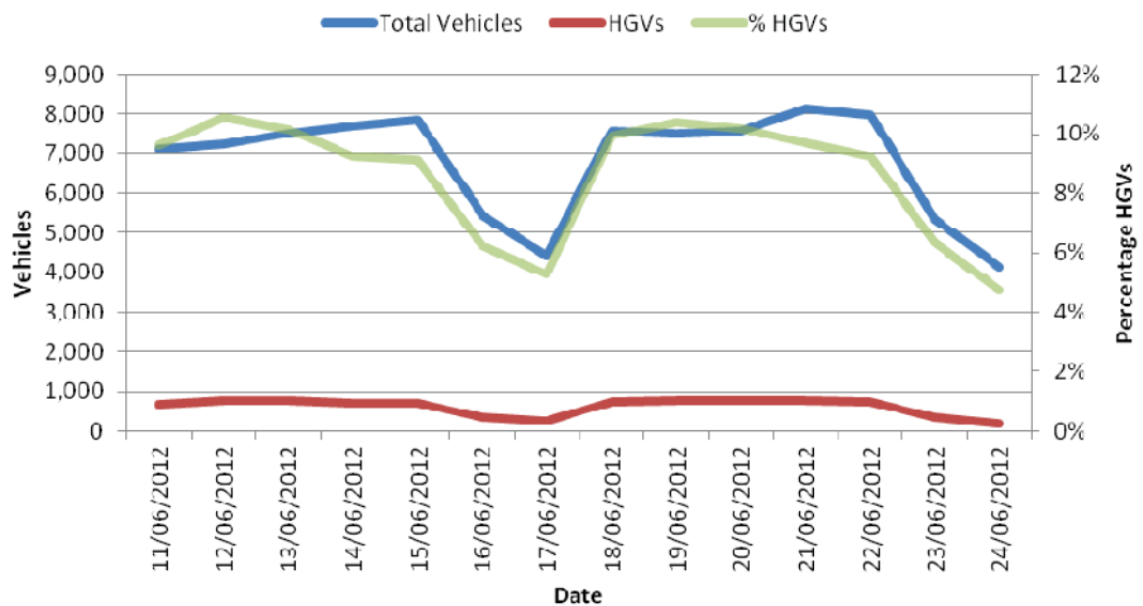
Appendix D.1 – ATC Sheet 1



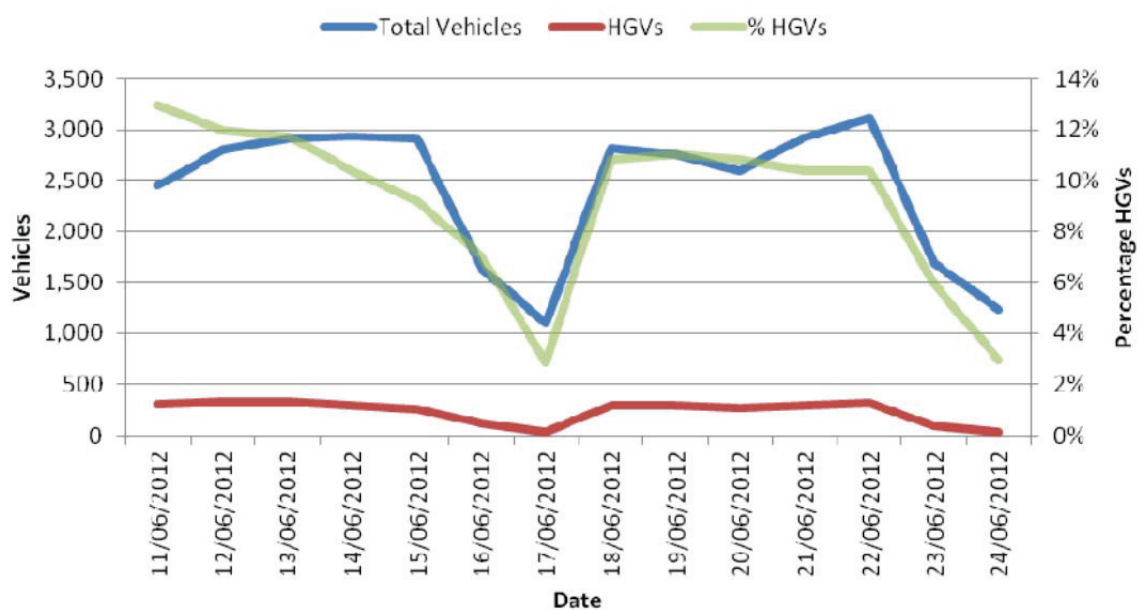
ATC Data Summary - Site 3 Camden Road (Northbound+Southbound)



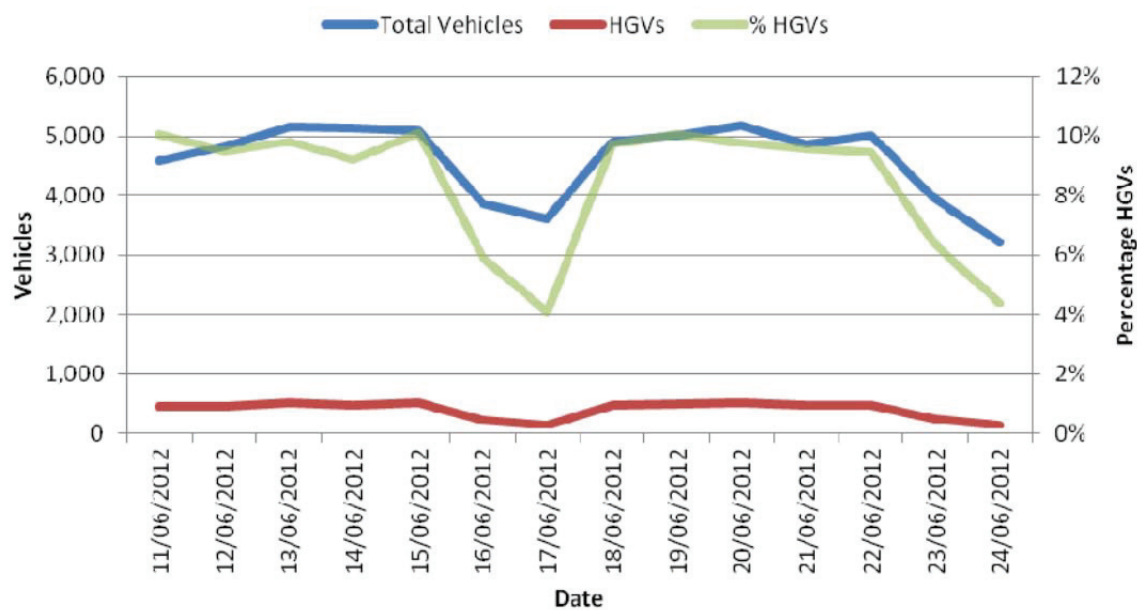
ATC Data Summary - Site 4 Agar Grove (Eastbound+Westbound)



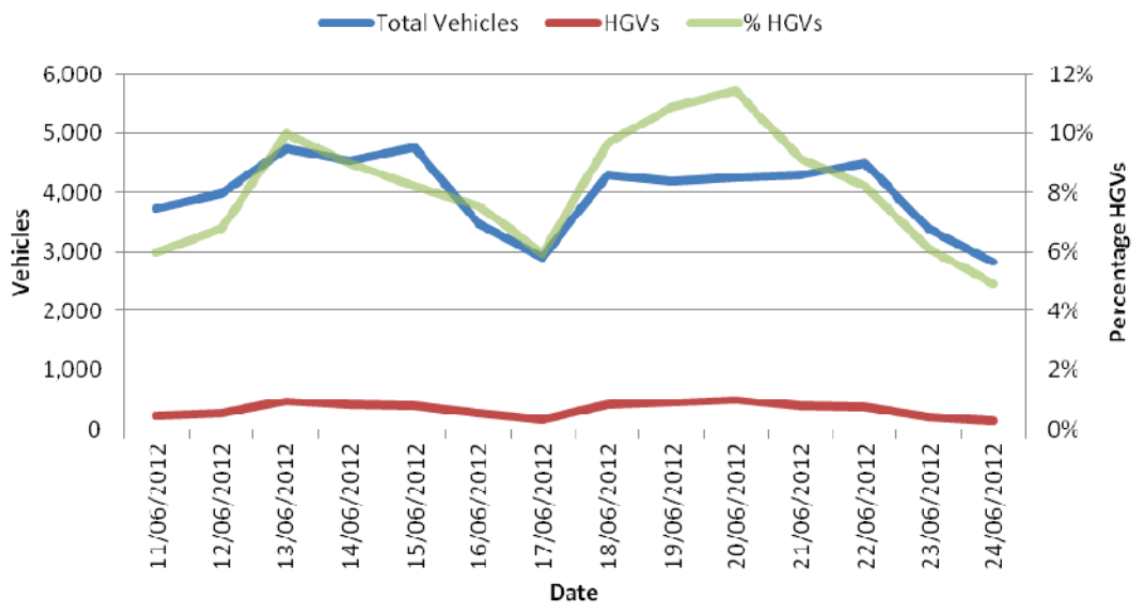
ATC Data Summary - Site 5 Camley Street (Northbound+Southbound)



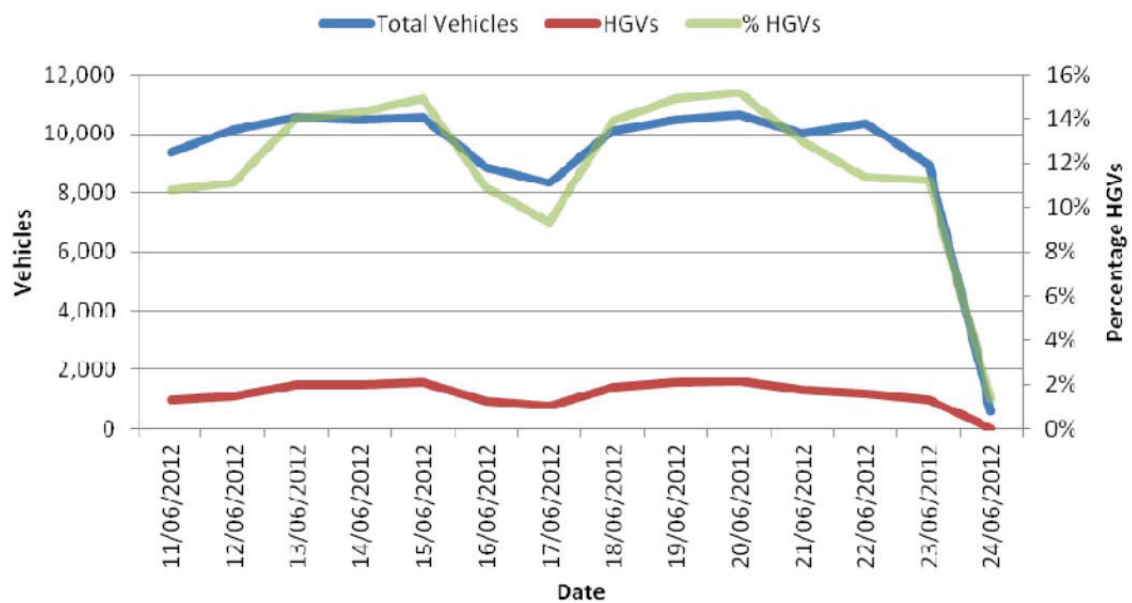
ATC Data Summary - Site 6 St Pancras Way (Westbound)



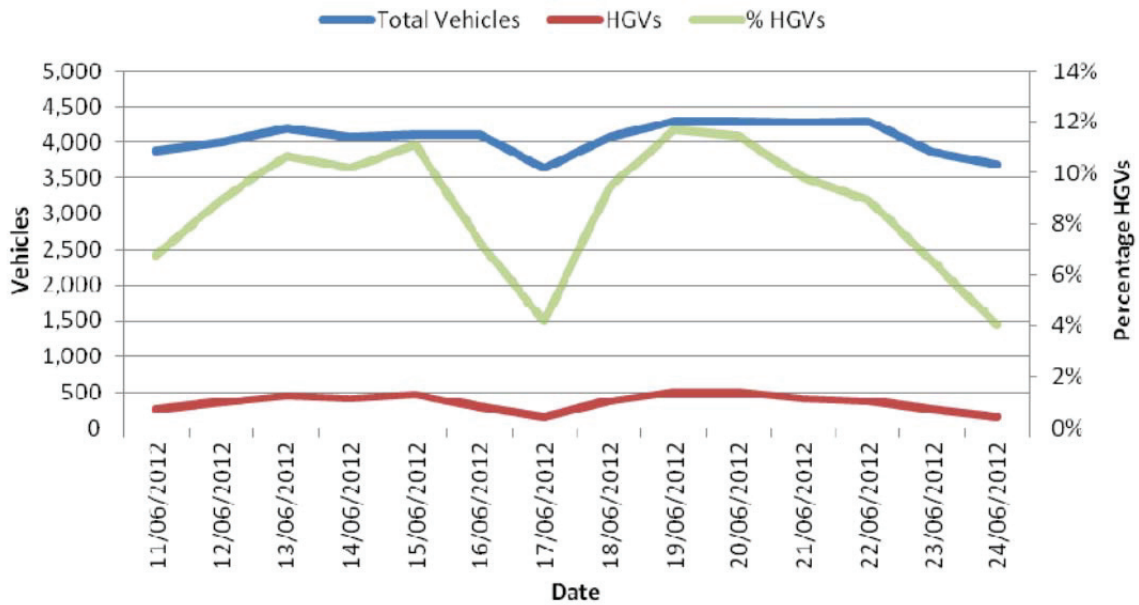
ATC Data Summary - Site 7 Royal College Road (Southbound)



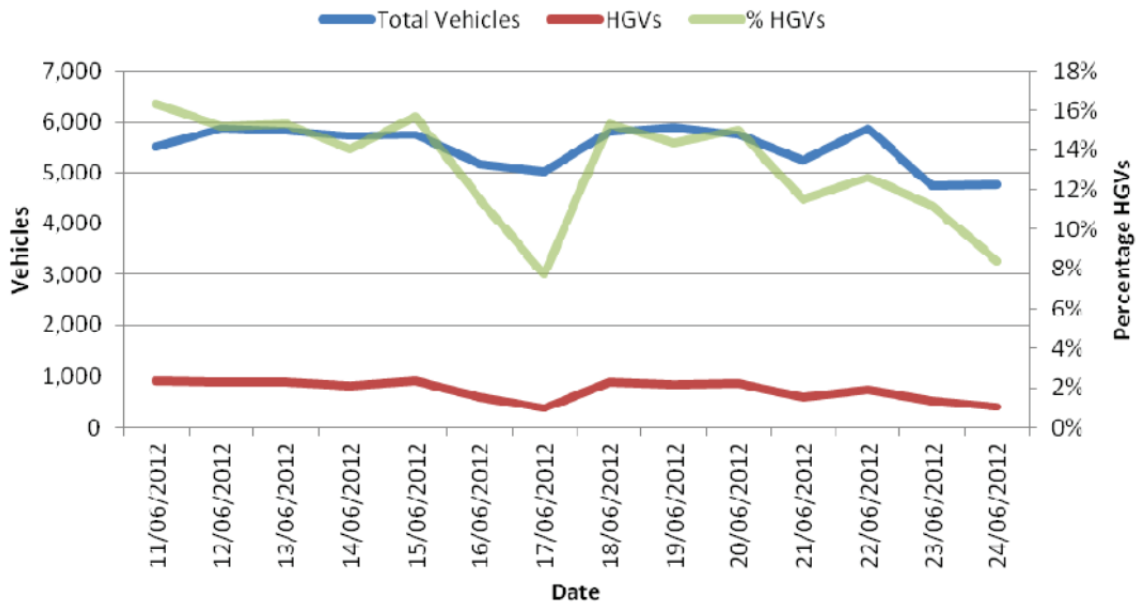
ATC Data Summary - Site 8 Camden Street (Northbound)



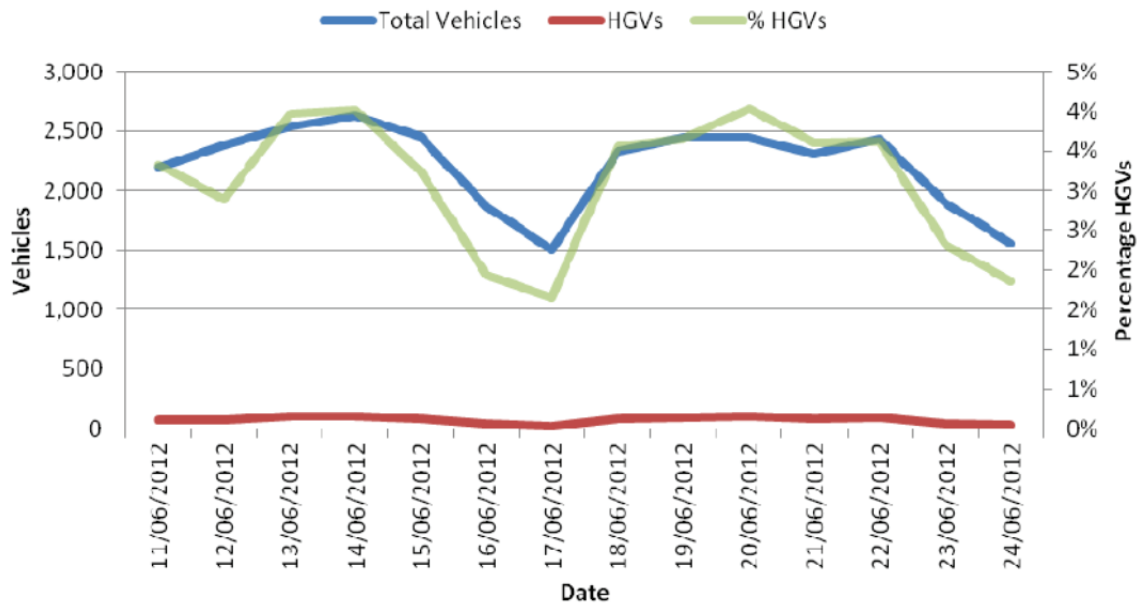
ATC Data Summary - Site 9 Kentish Town Road (Northbound)



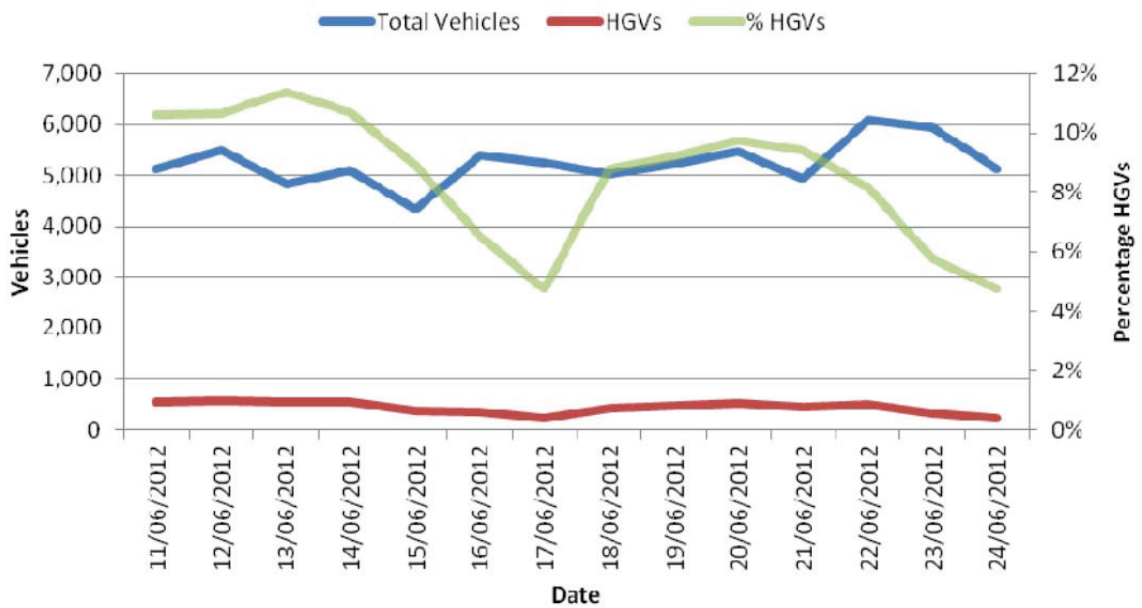
ATC Data Summary - Site 10 Camden High Street (Northbound)

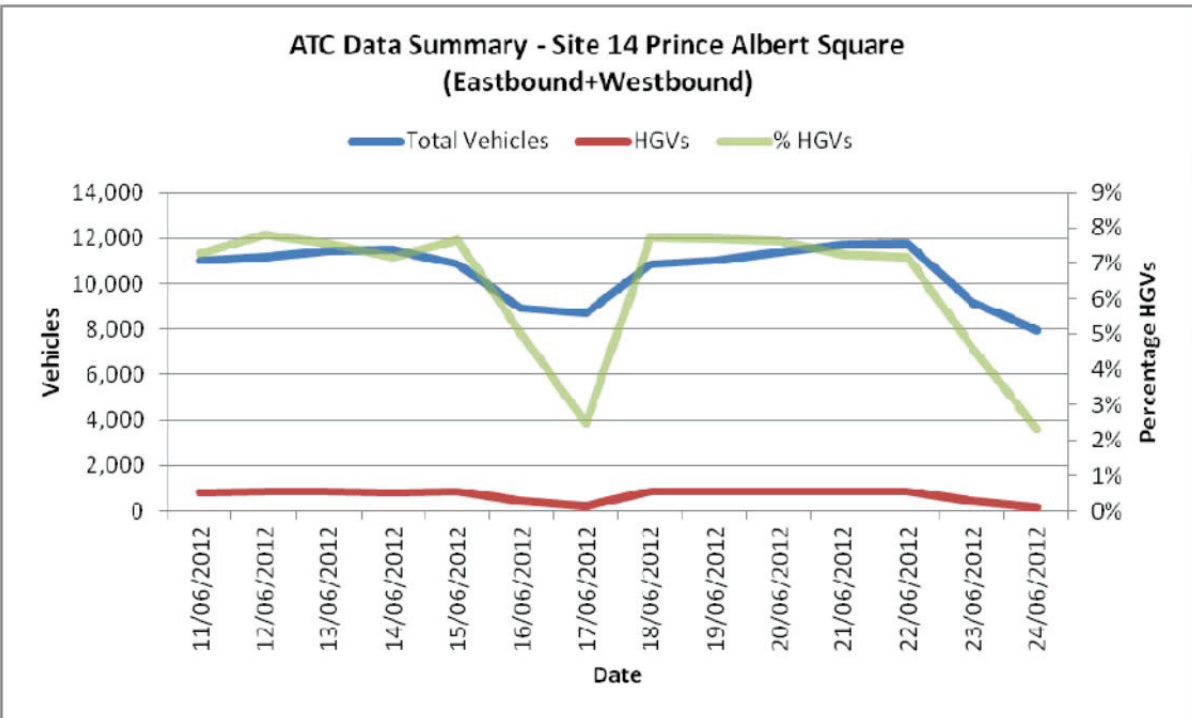
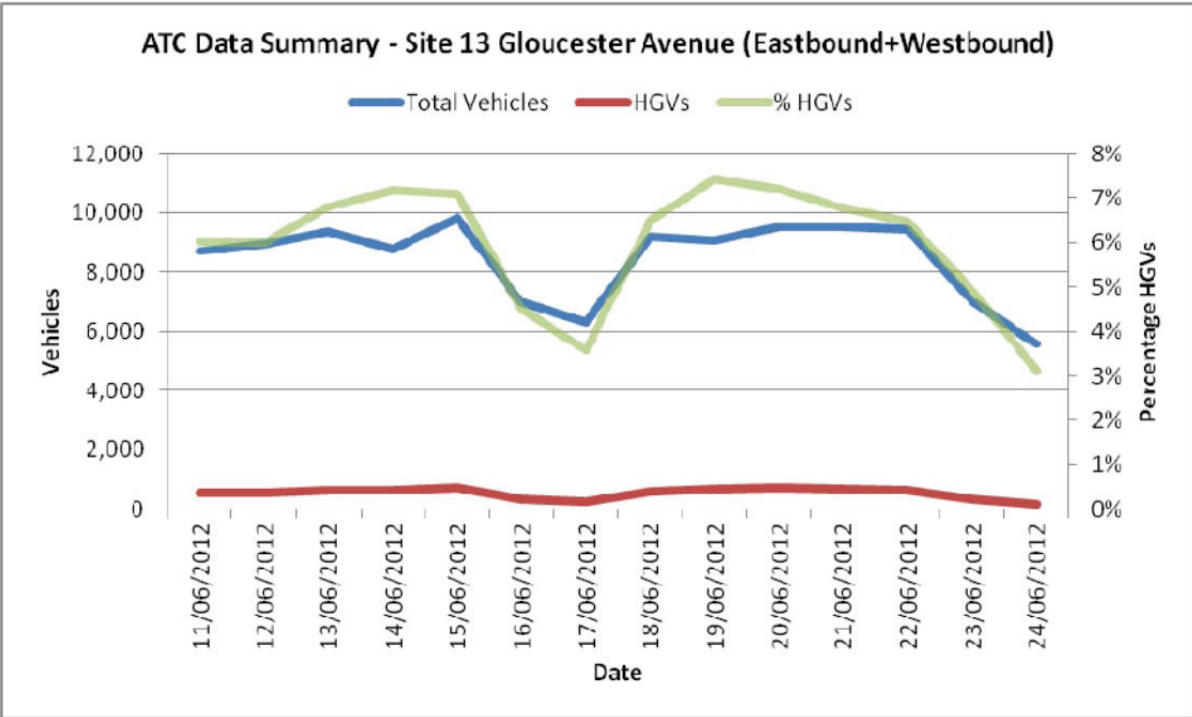


ATC Data Summary - Site 11 Arlington Road (Northbound+Southbound)

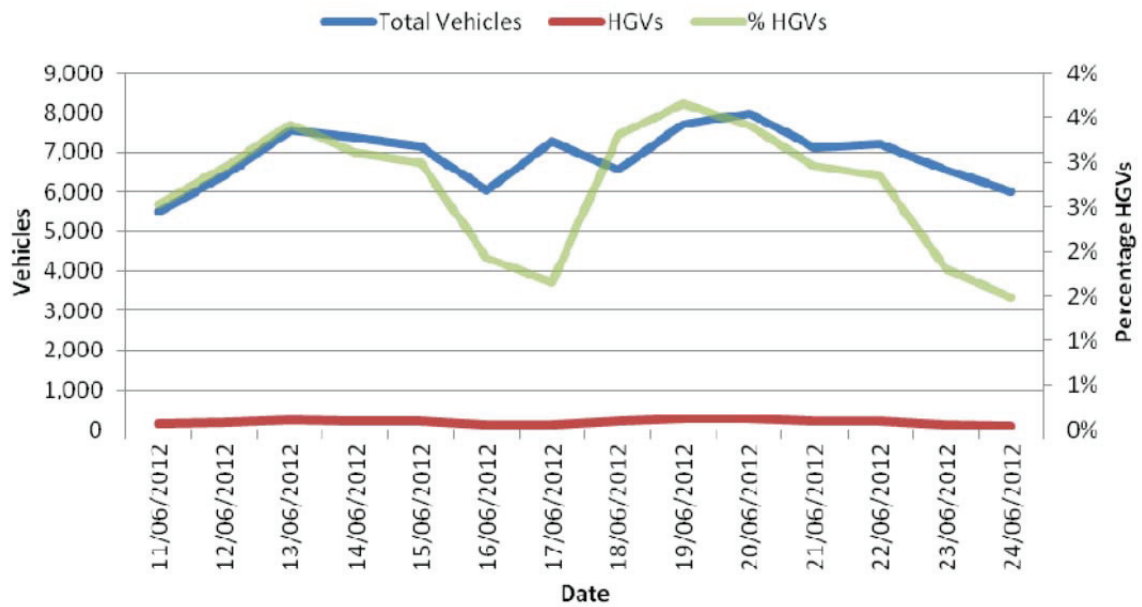


ATC Data Summary - Site 12 Parkway (Eastbound)

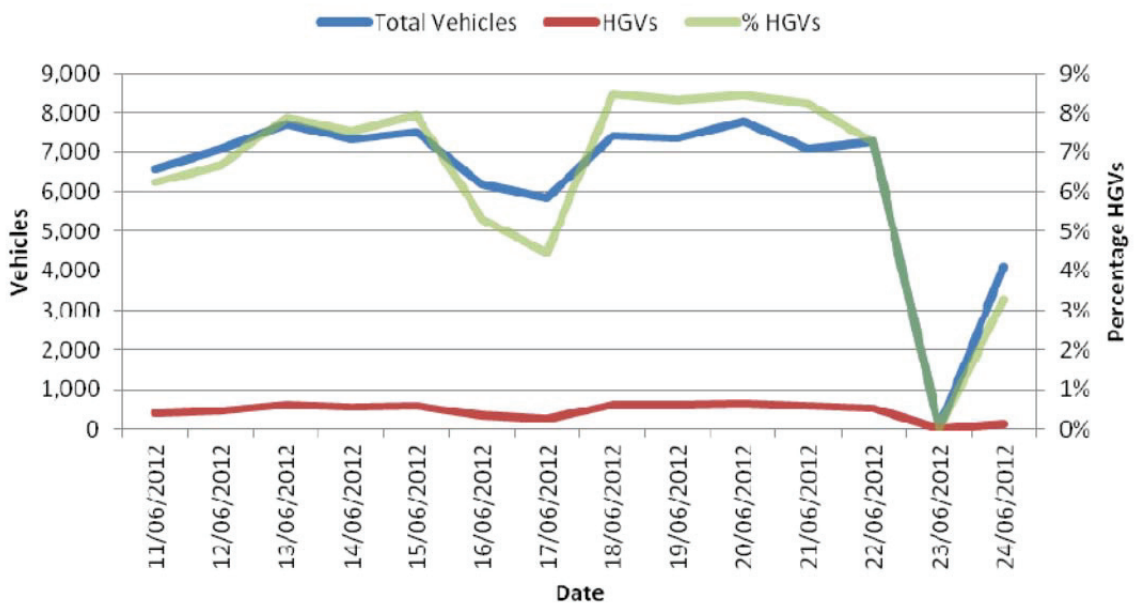




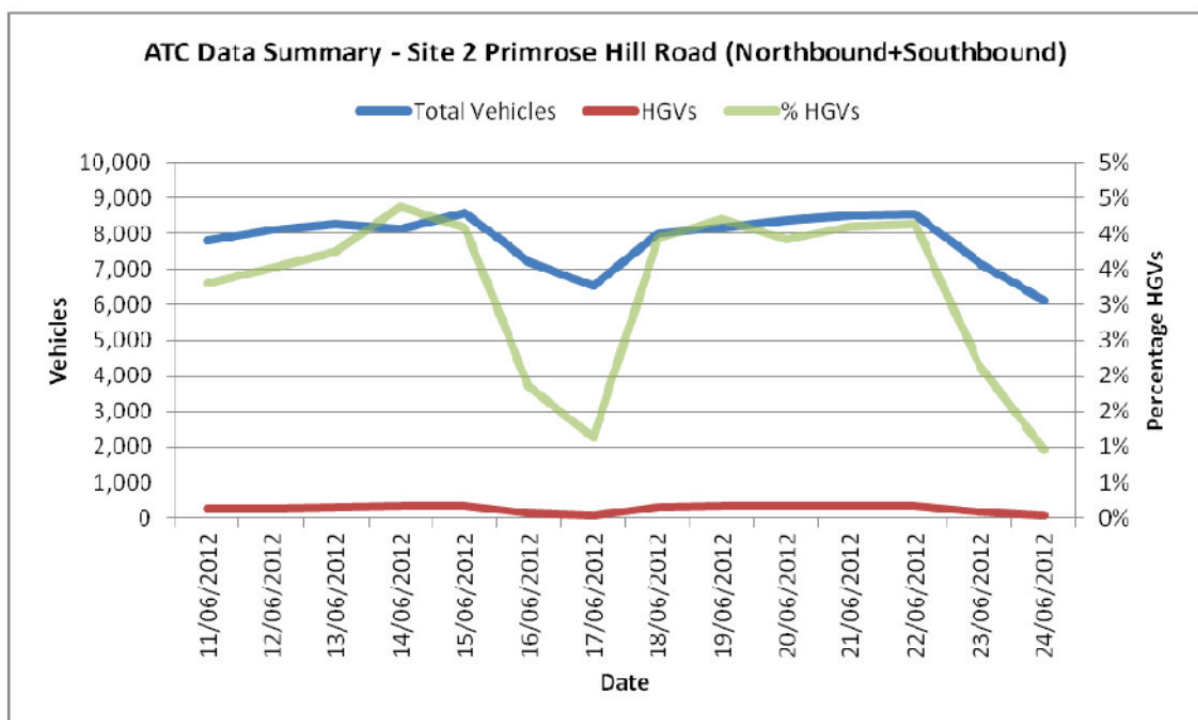
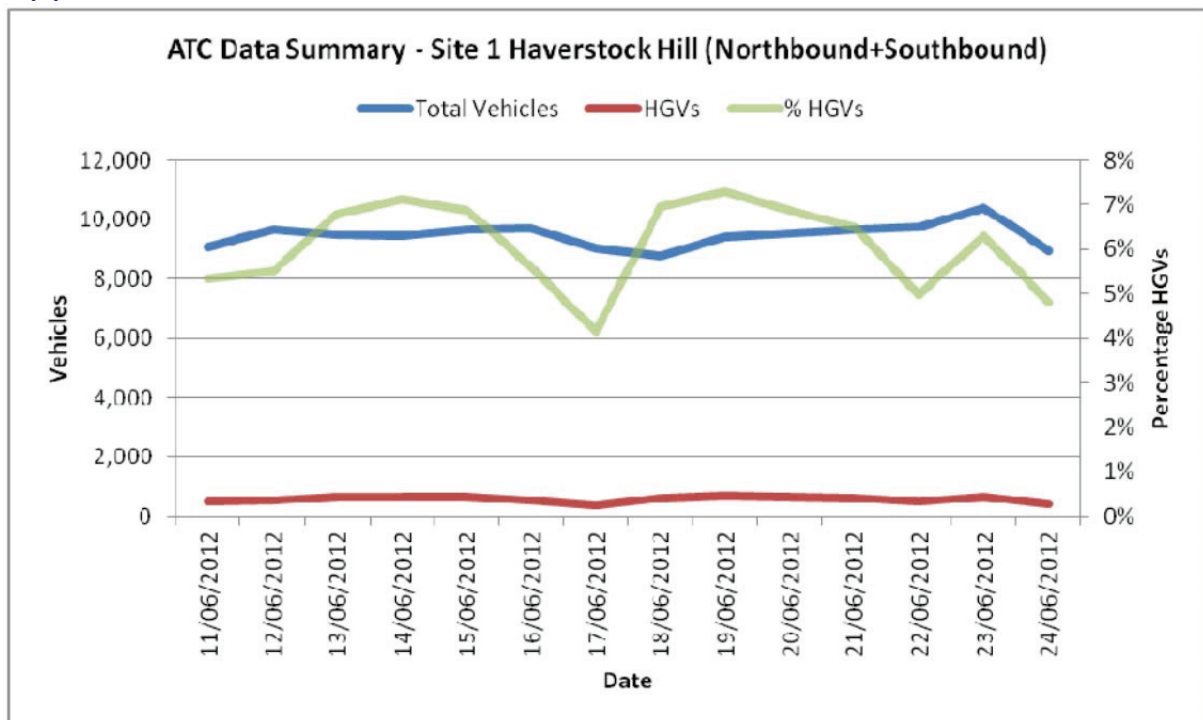
ATC Data Summary - Site 15 Outer Circle (Eastbound+Westbound)



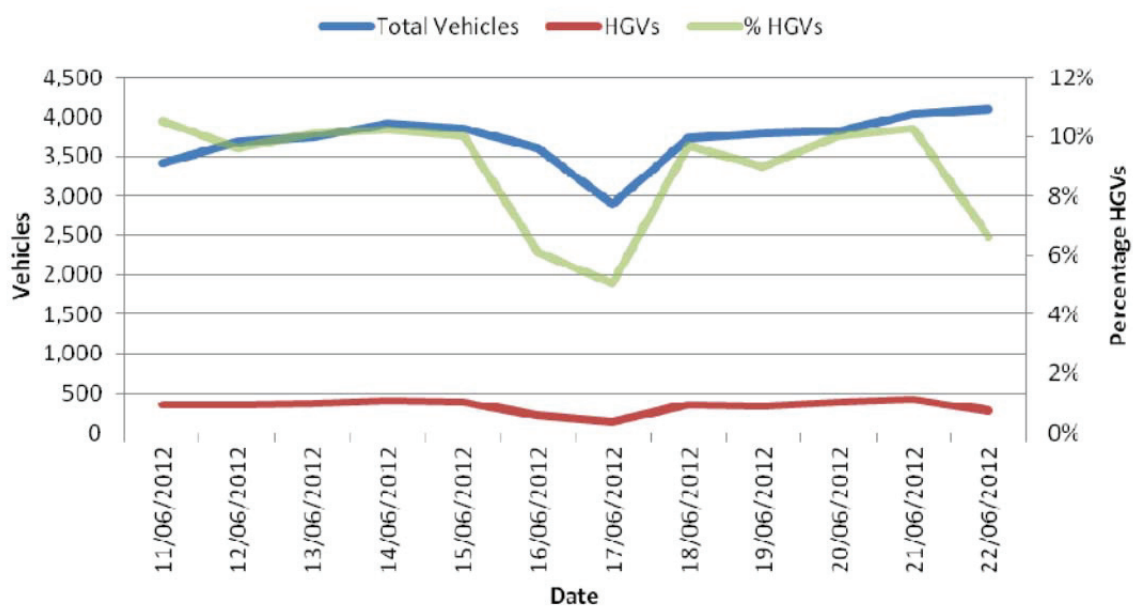
ATC Data Summary - Site 16 Delancy Street (Westbound)



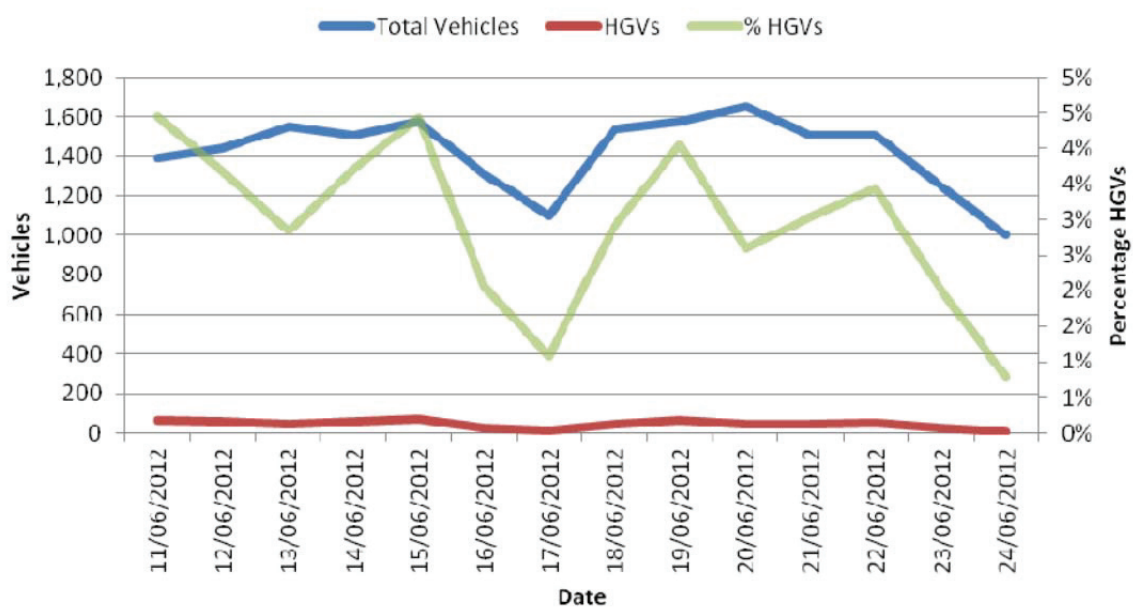
Appendix D.2 – ATC Sheet 4



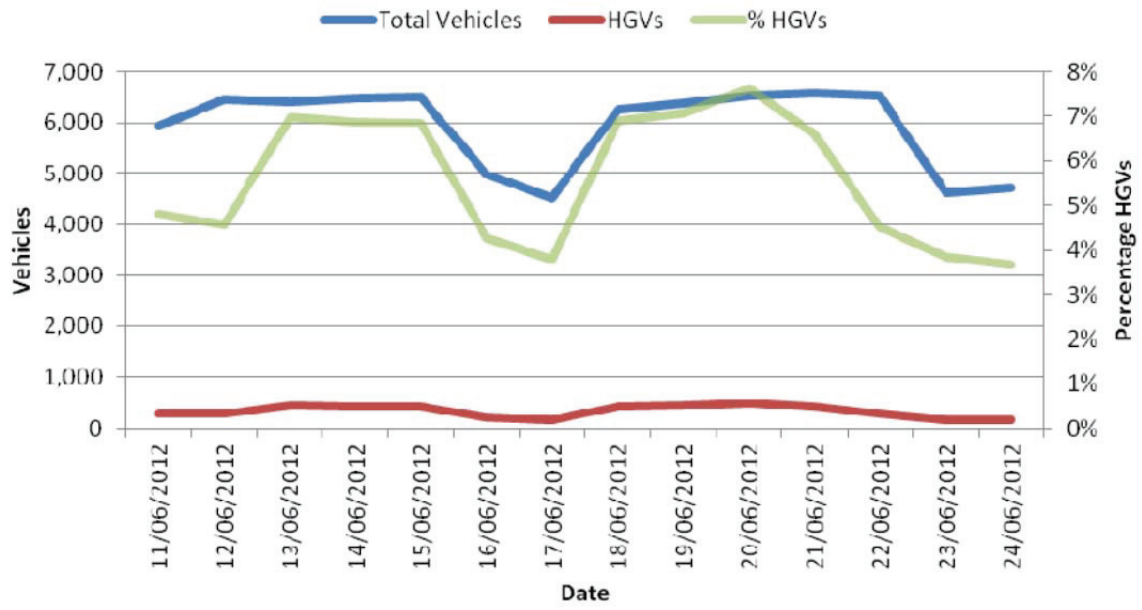
ATC Data Summary - Site 3 Adelaide Road (Eastbound+Westbound)



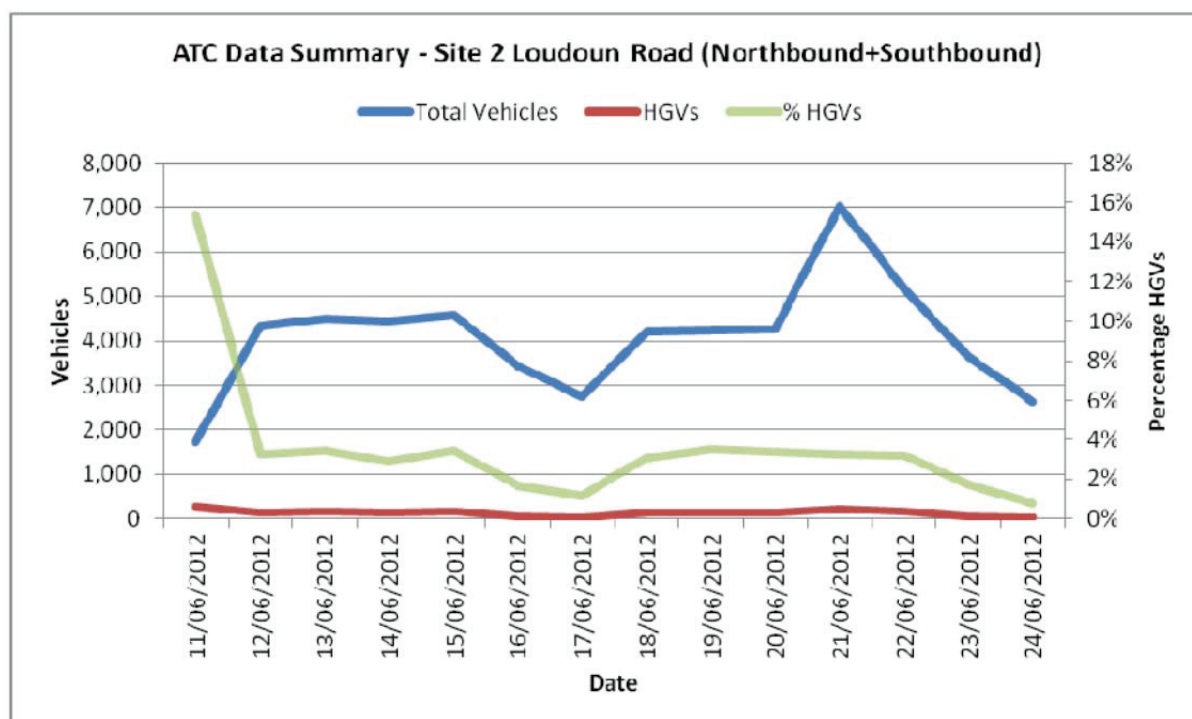
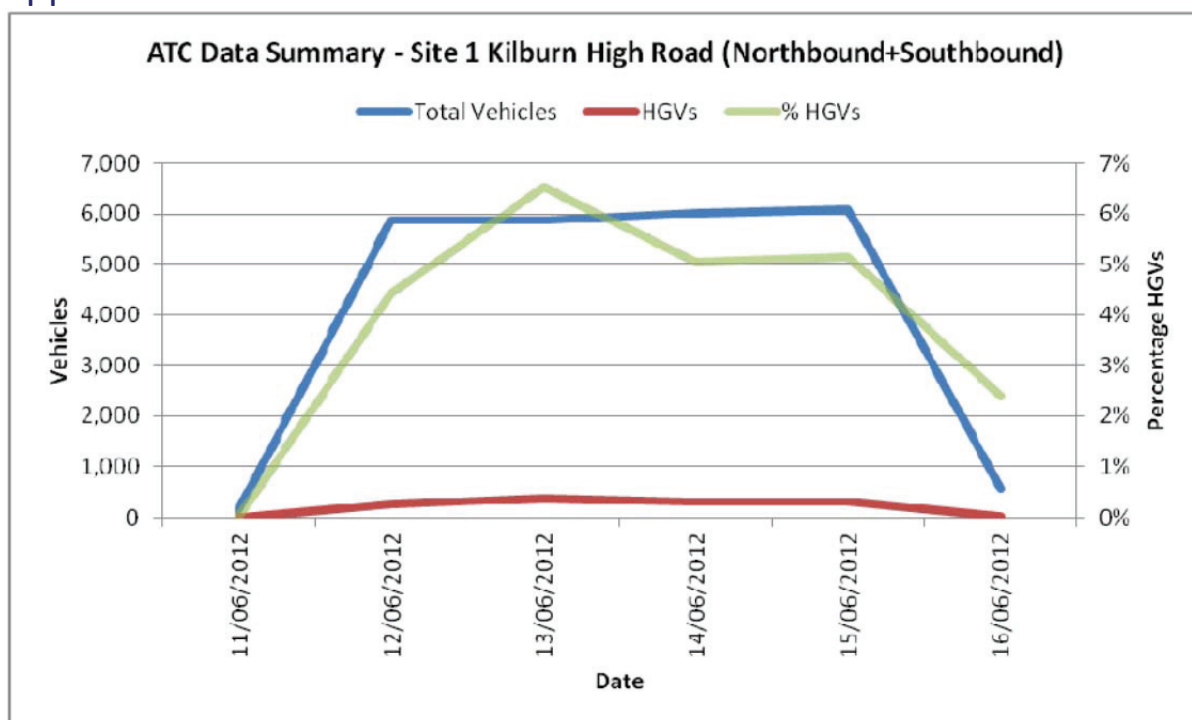
ATC Data Summary - Site 4 King Henry's Road (Eastbound)



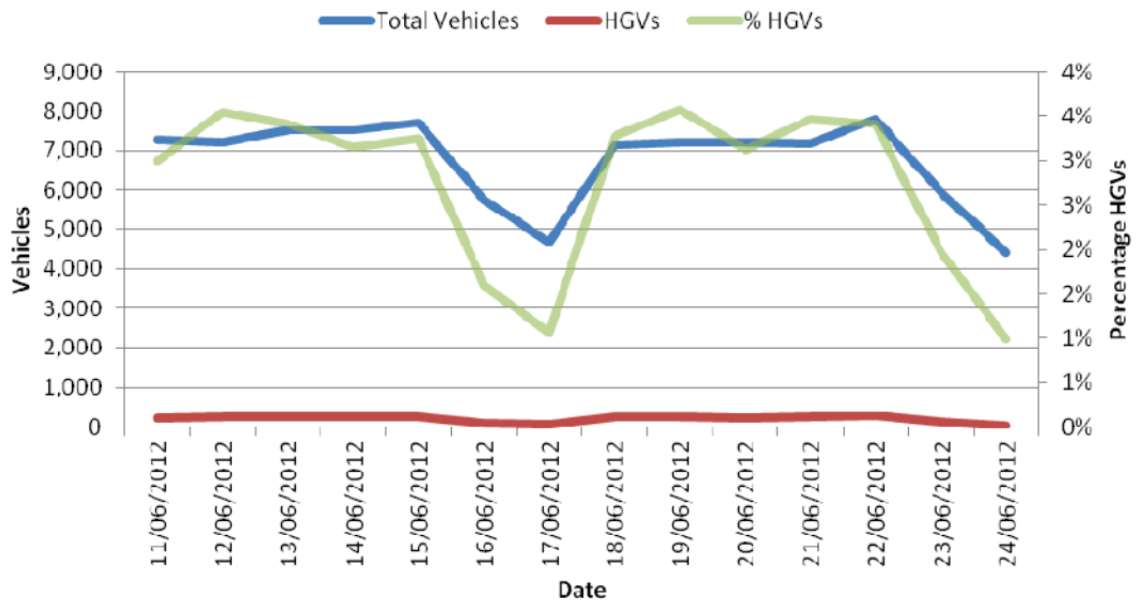
ATC Data Summary - Site 5 Adelaide Road (Eastbound+Westbound)



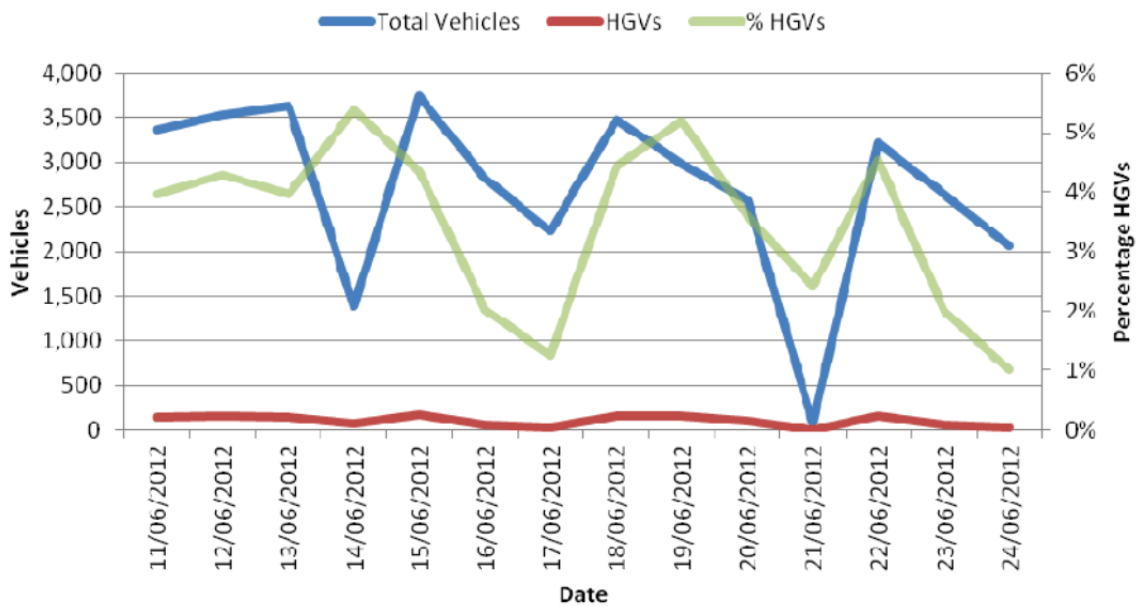
Appendix D.3 – ATC Sheet 5



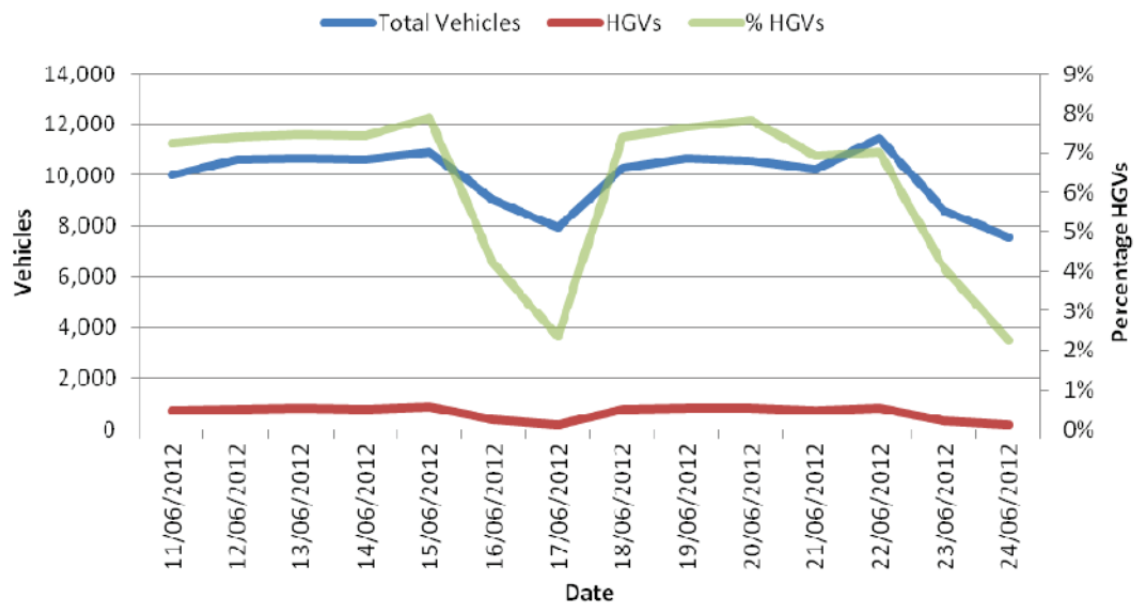
ATC Data Summary - Site 3 Loudoun Road (Northbound+Southbound)



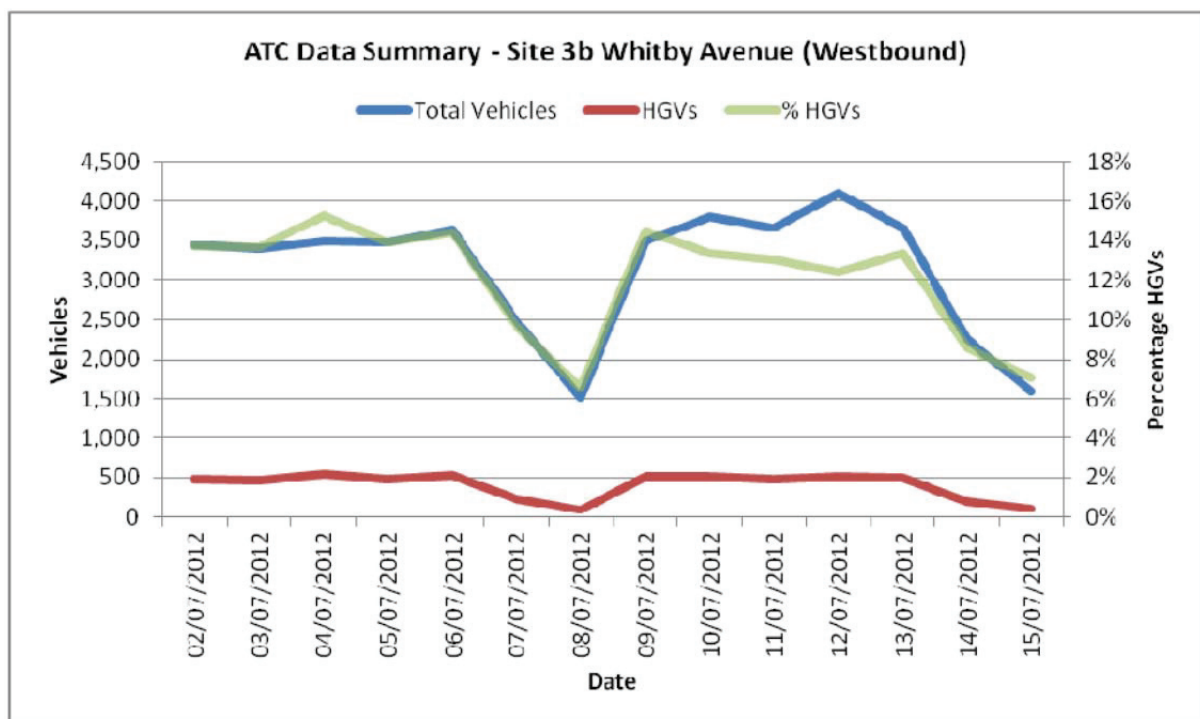
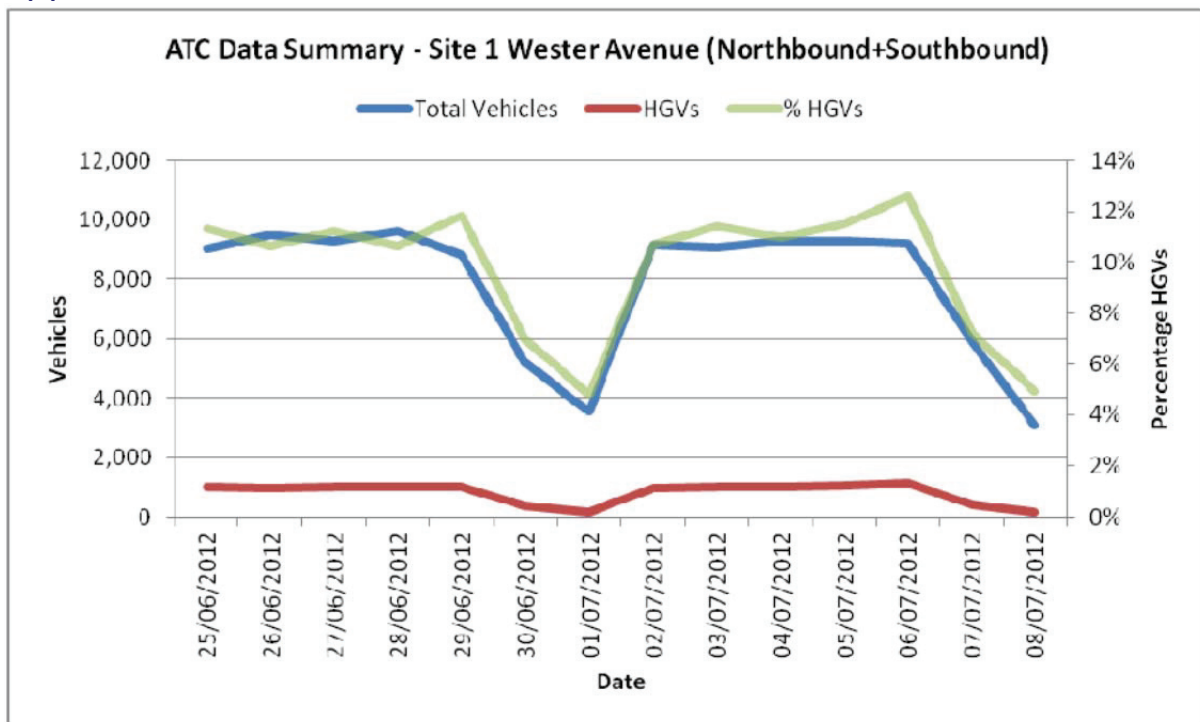
ATC Data Summary - Site 4 Alexandra Road (Eastbound+Westbound)



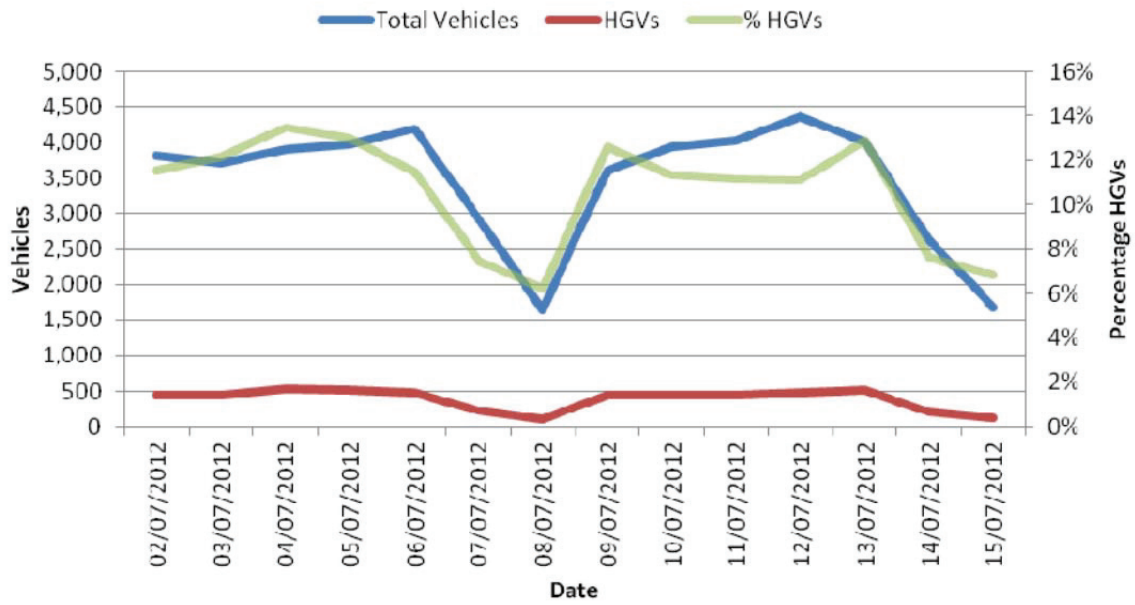
ATC Data Summary - Site 5 Hilgrove Road (Westbound)



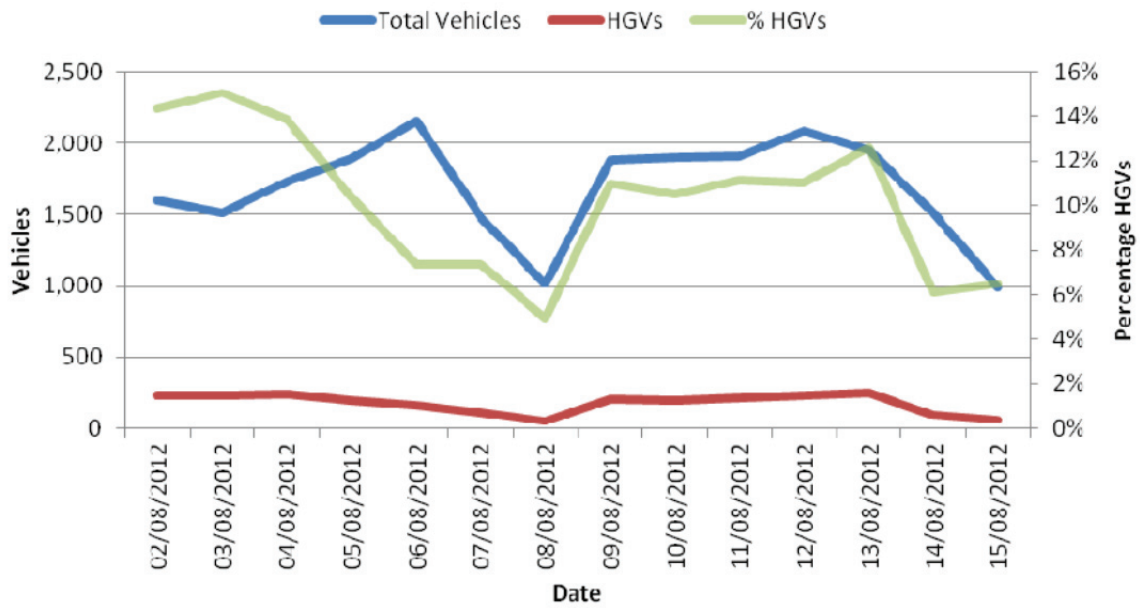
Appendix D.4 – ATC Sheet 7



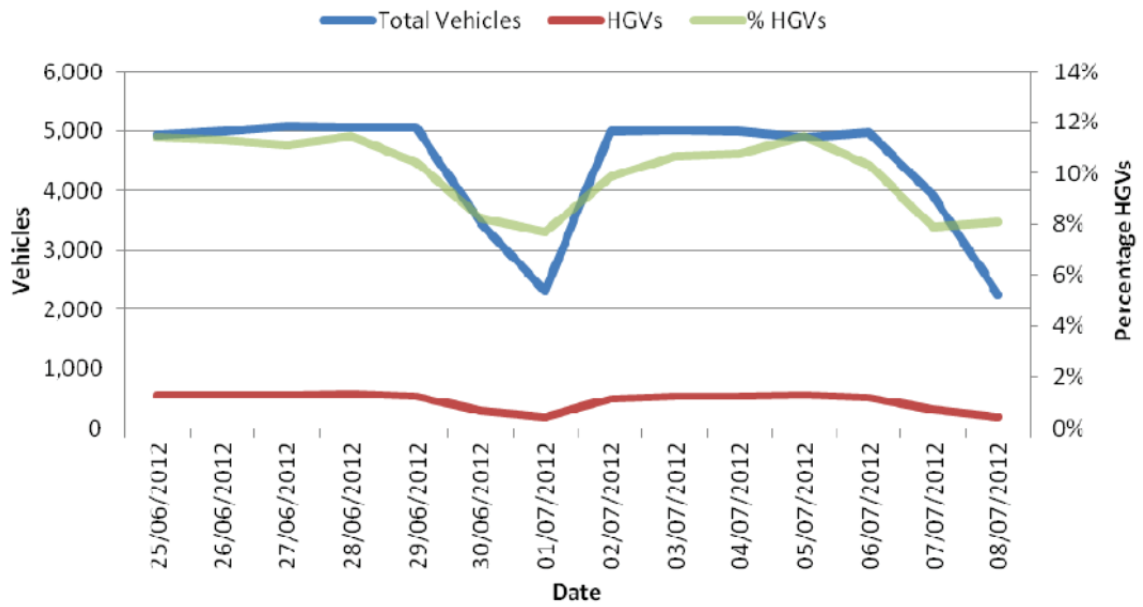
ATC Data Summary - Site 3 Camden Road (Southbound)



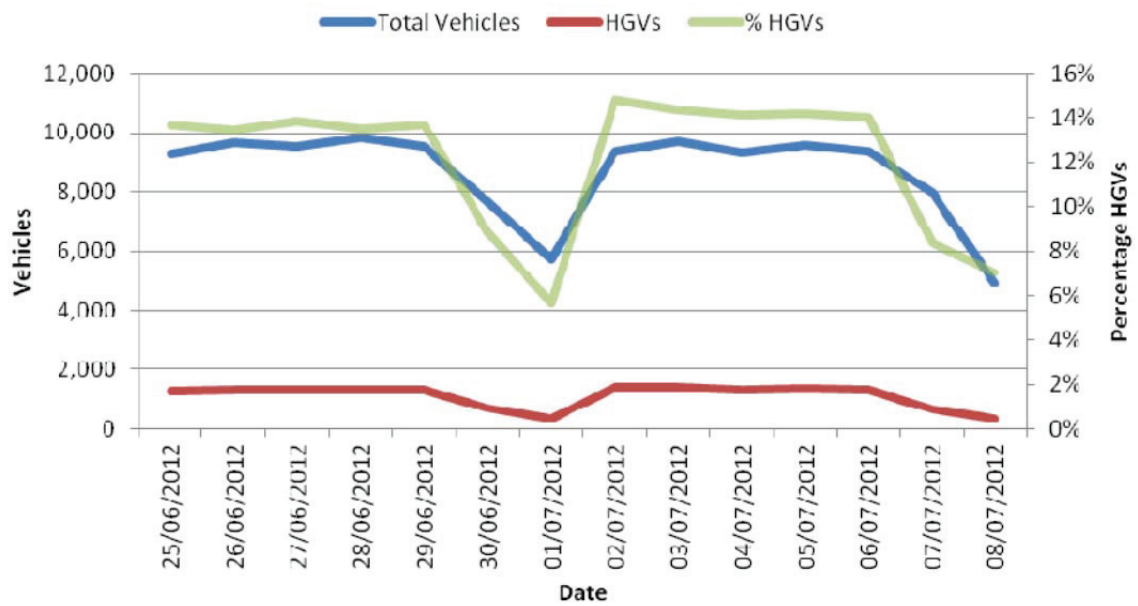
ATC Data Summary - Site 3c Whitby Avenue (Westbound)



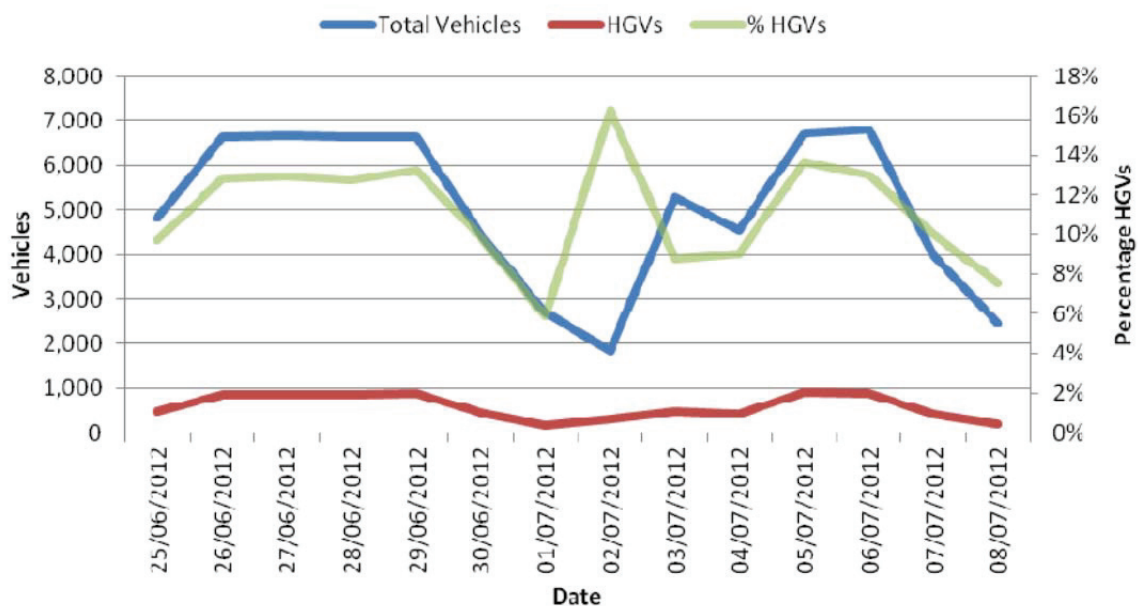
ATC Data Summary - Site 4 Coronation Road (Eastbound+Westbound)



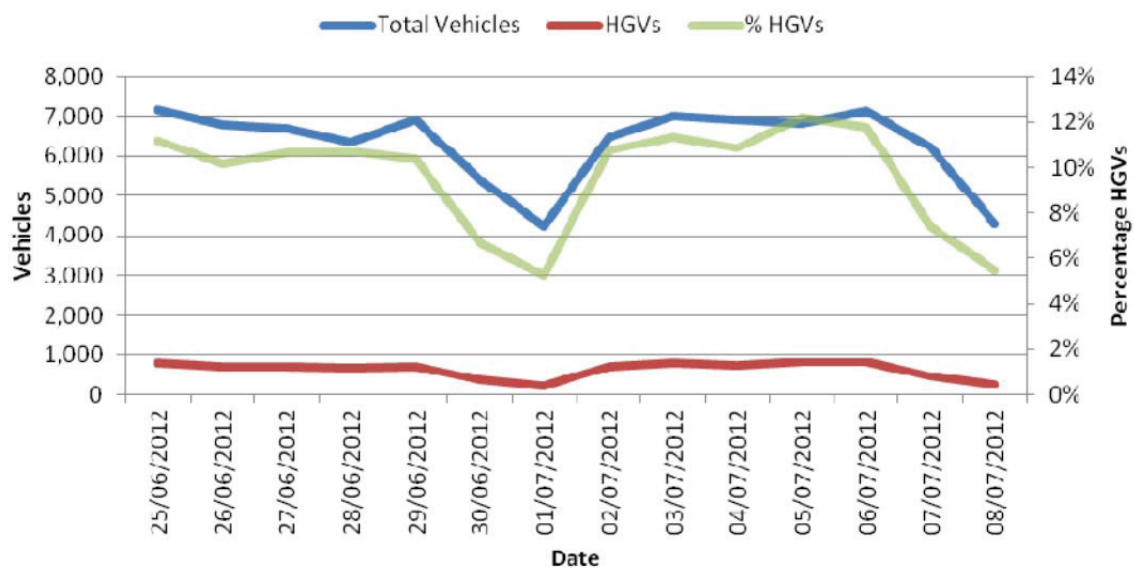
ATC Data Summary - Site 8 Park Royal Road (Northbound+Southbound)



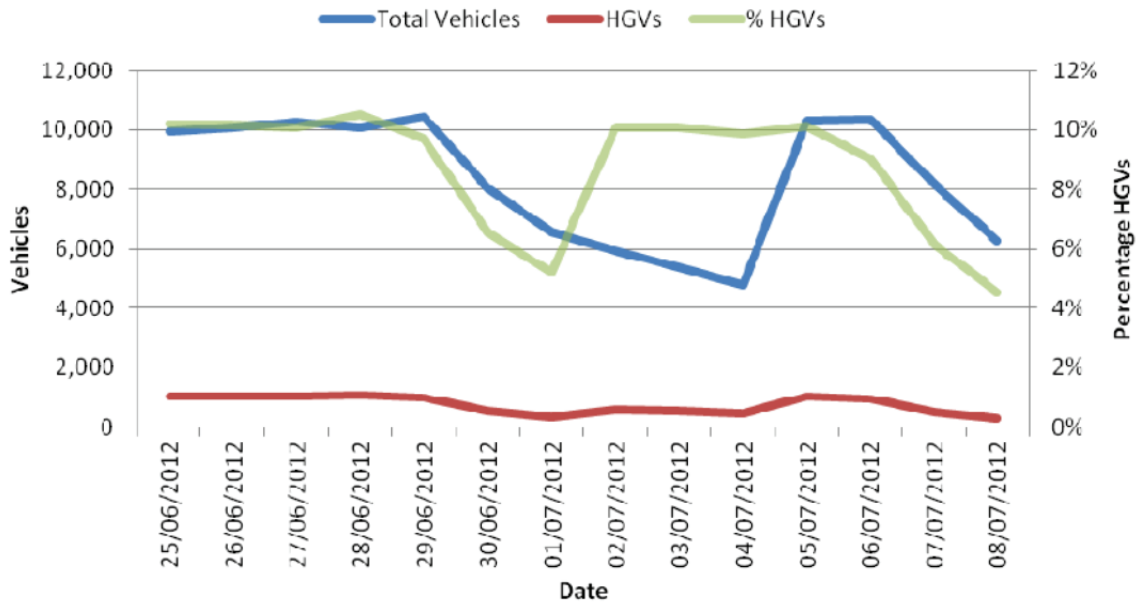
ATC Data Summary - Site 10 Chase Road (Northbound+Southbound)



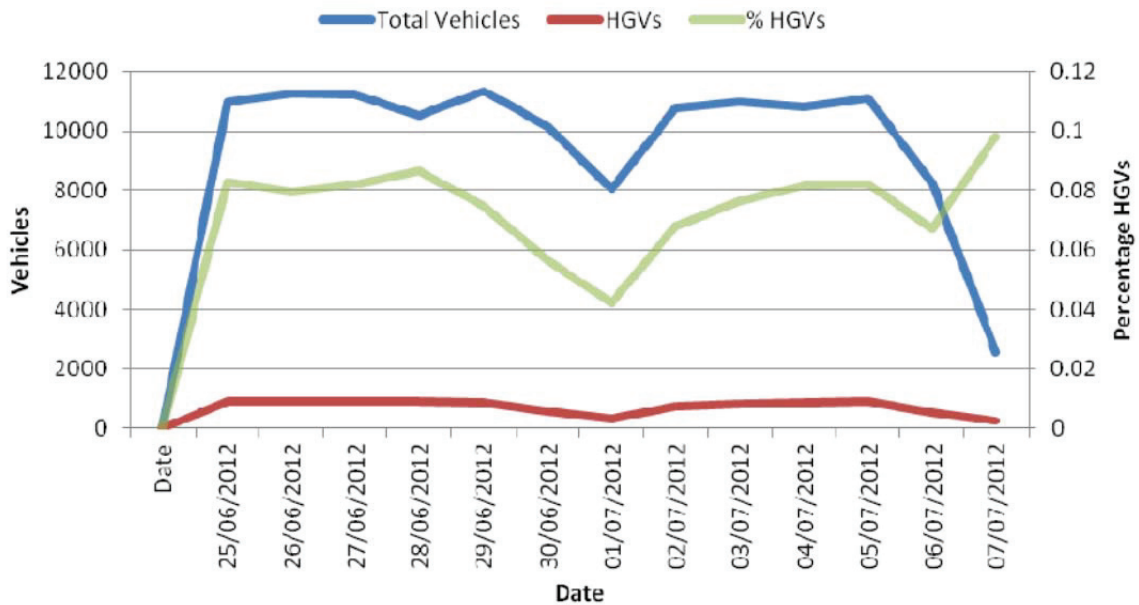
ATC Data Summary - Site 11 Old Oak Common Lane (Northbound+Southbound)



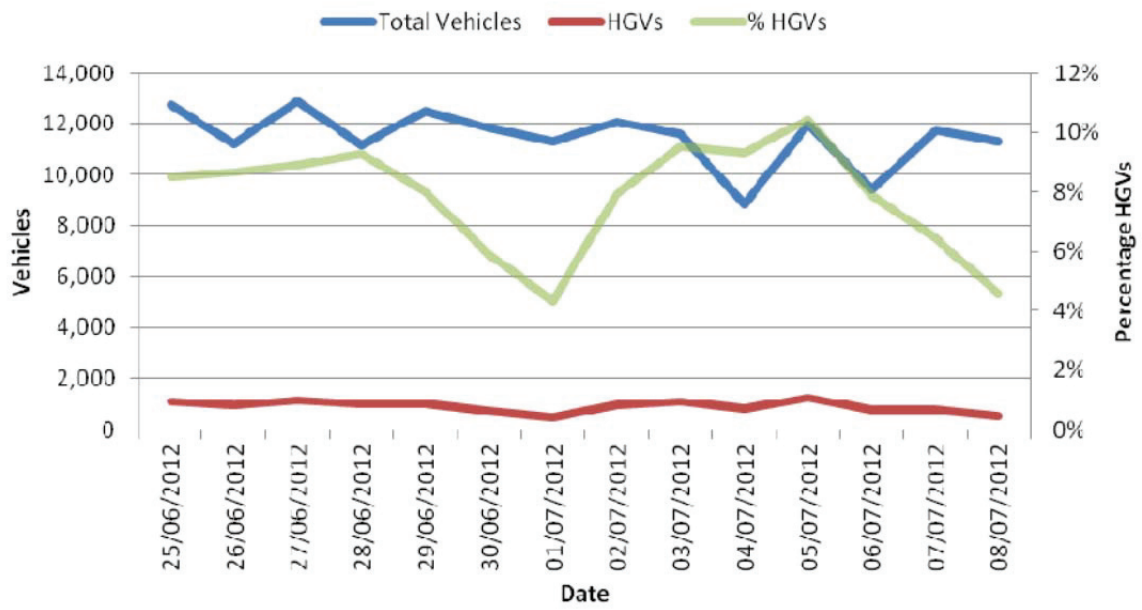
ATC Data Summary - Site 12 Victoria Road (Northbound+Southbound)



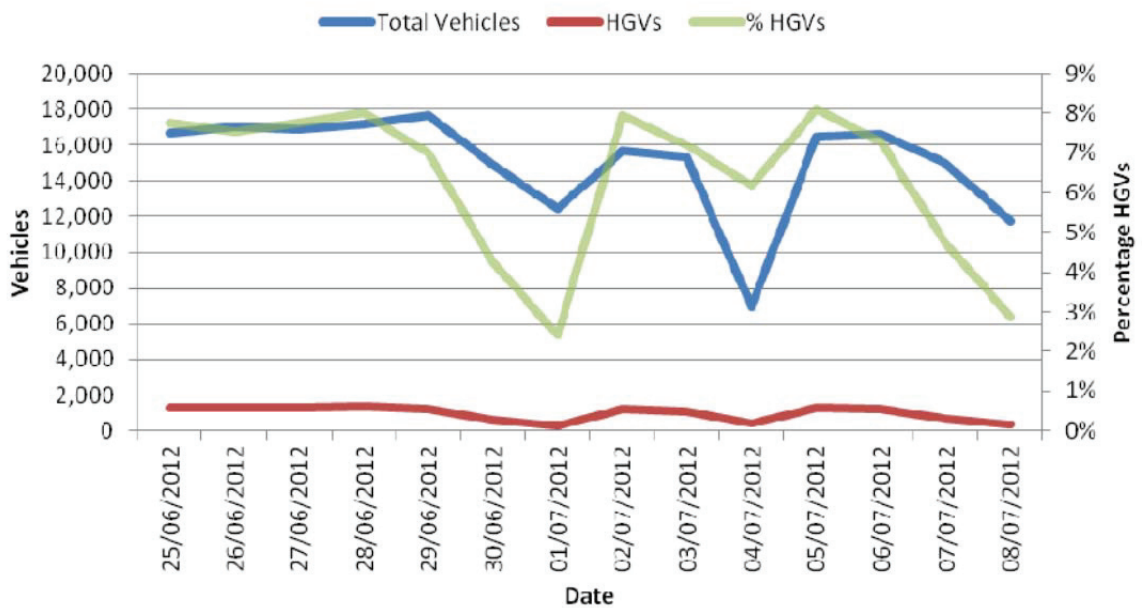
ATC Data Summary - Site 13 Old Oak Lane (Northbound+Southbound)

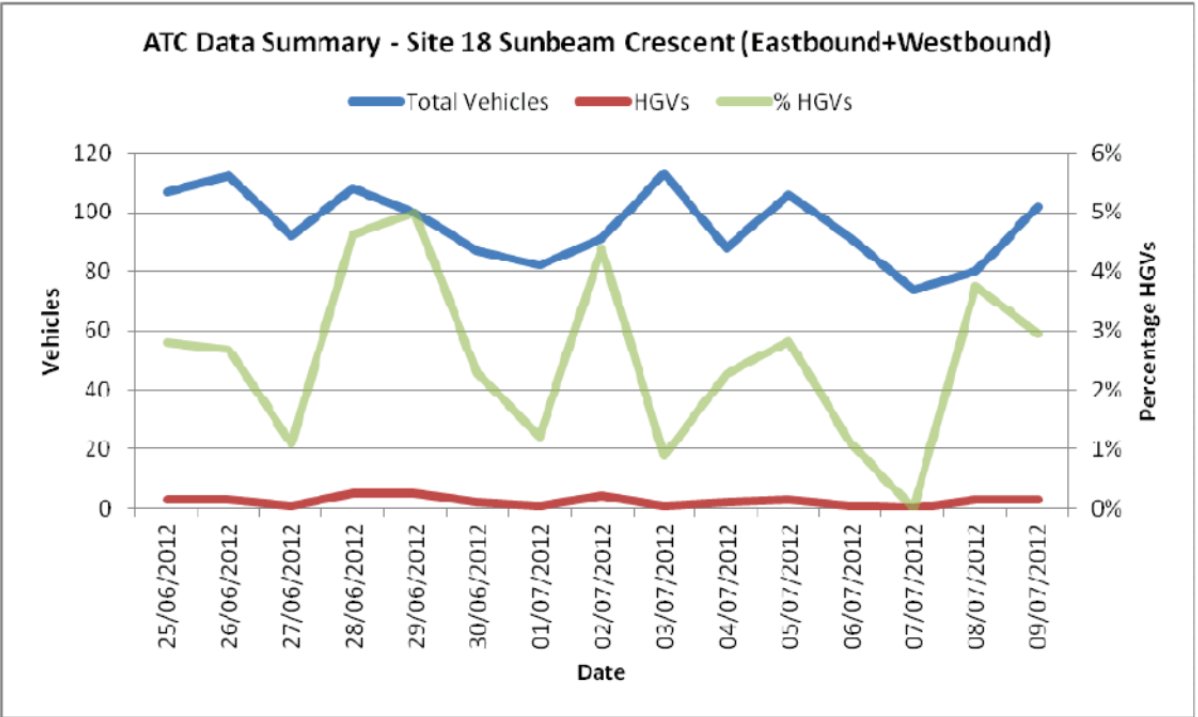
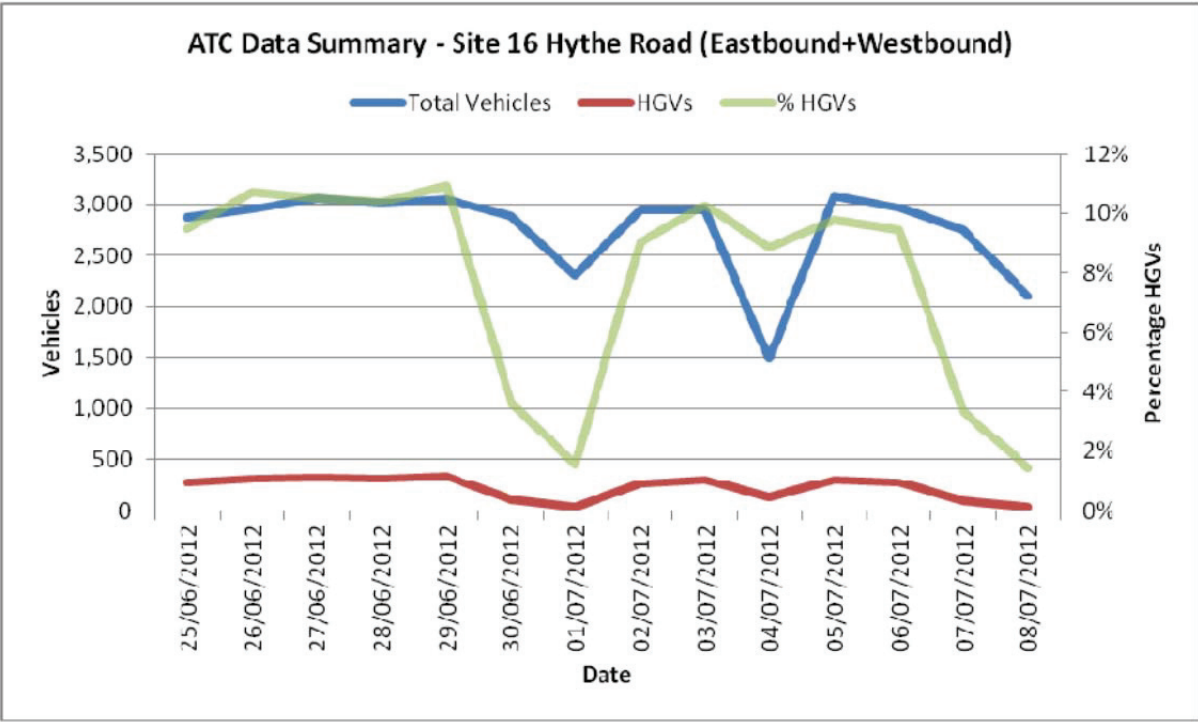


ATC Data Summary - Site 14 High Street (Northbound+Southbound)

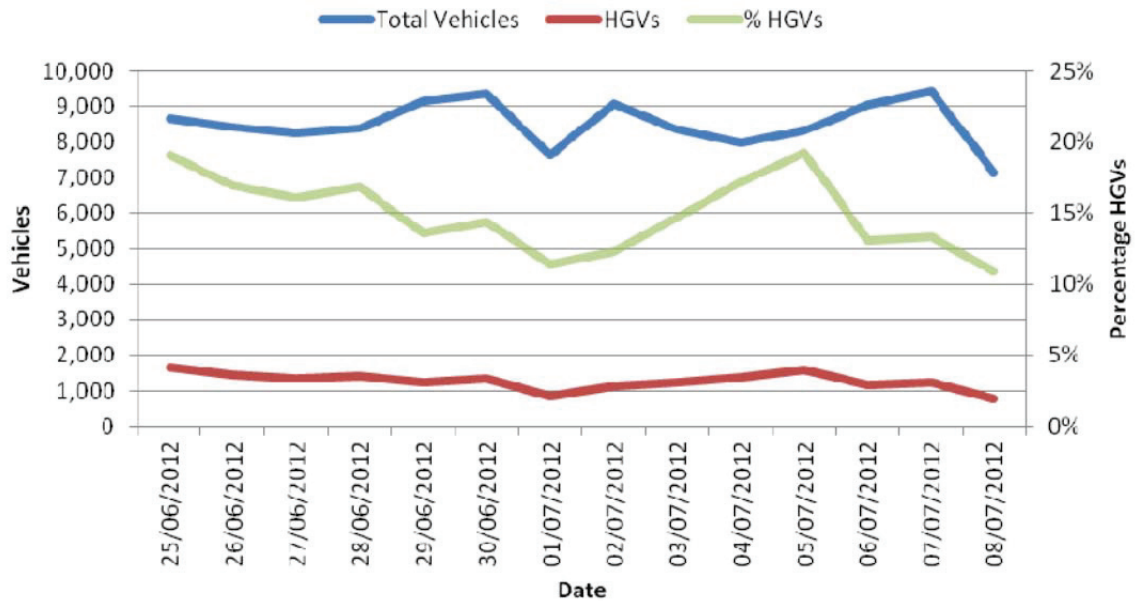


ATC Data Summary - Site 15 Scrubs Lane (Northbound+Southbound)

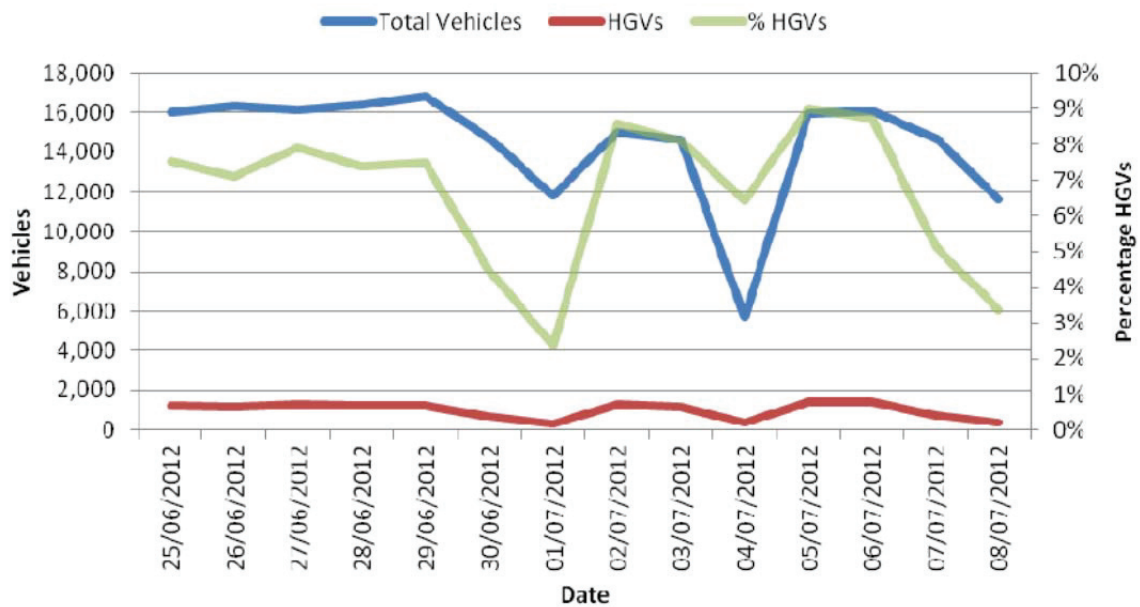




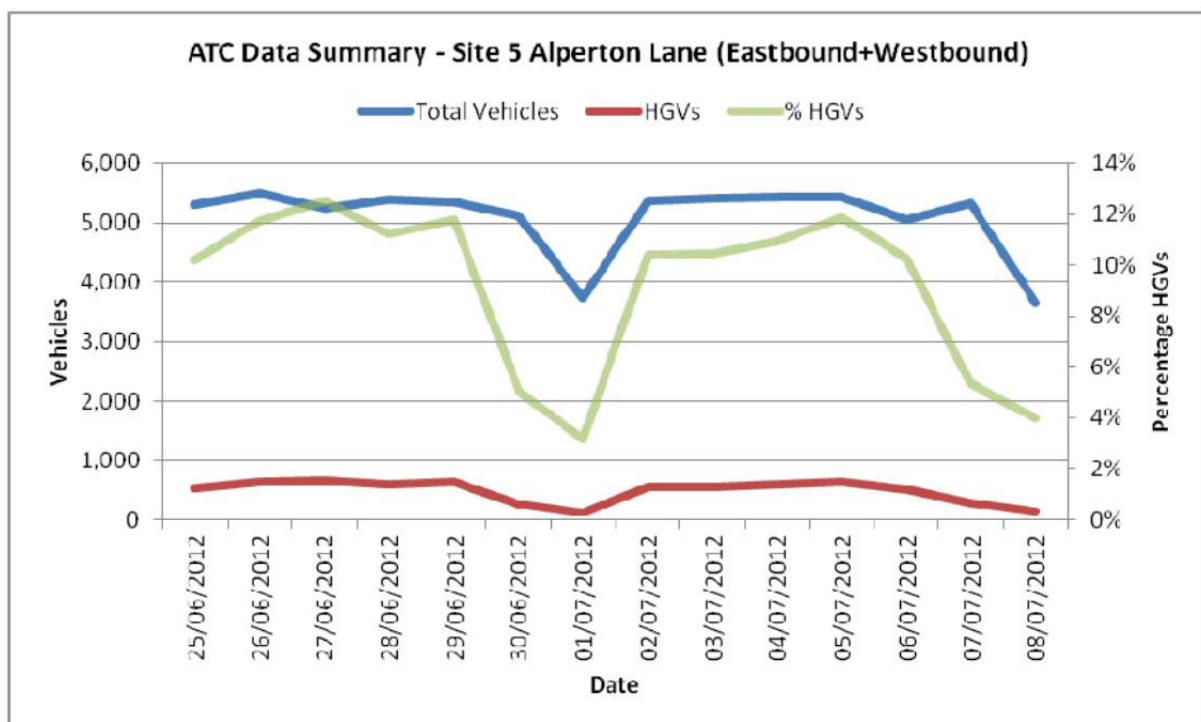
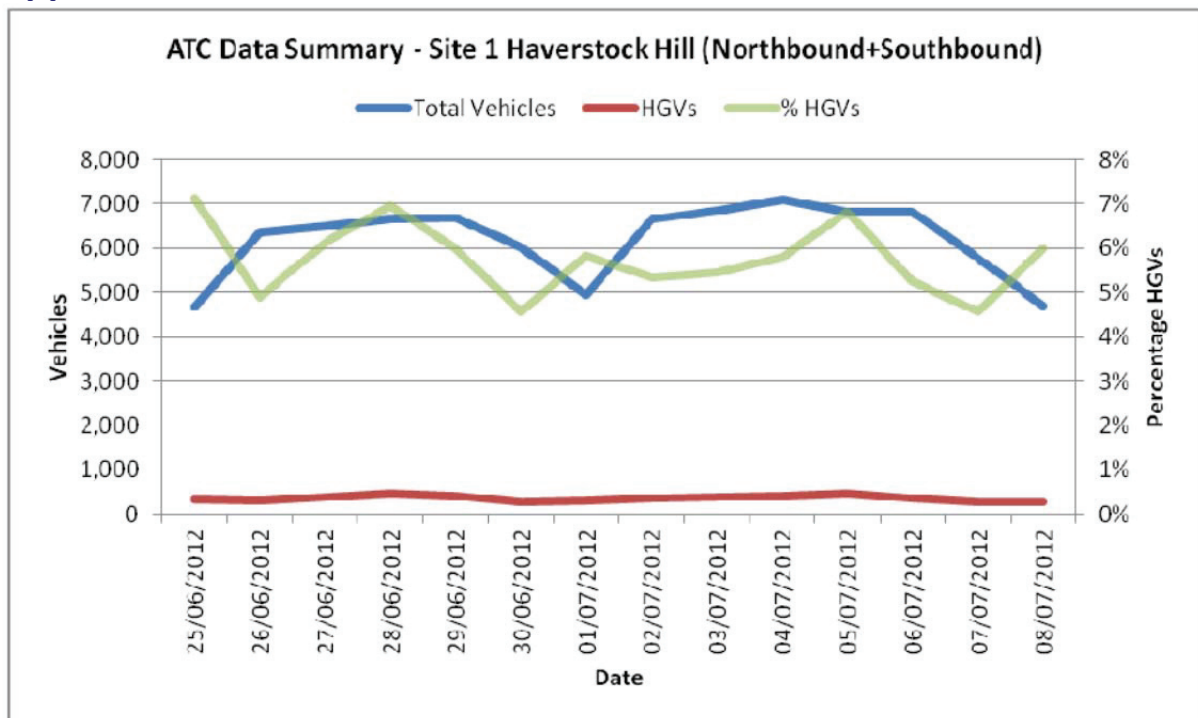
ATC Data Summary - Site 19 Canal Way (Northbound+Southbound)



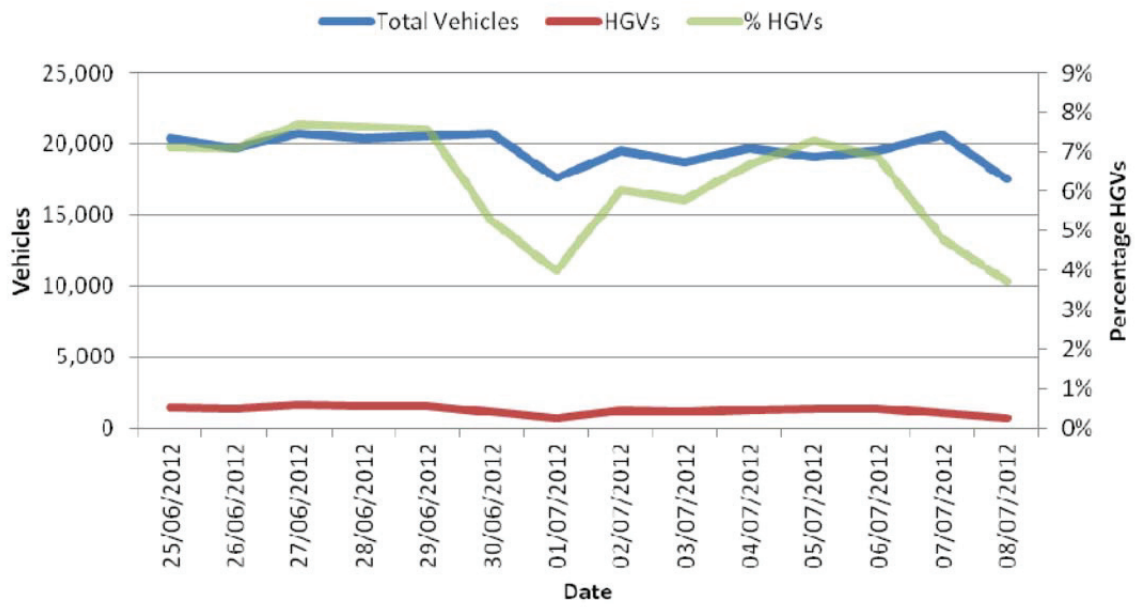
ATC Data Summary - Site 27 Scrubs Lane (Northbound+Southbound)



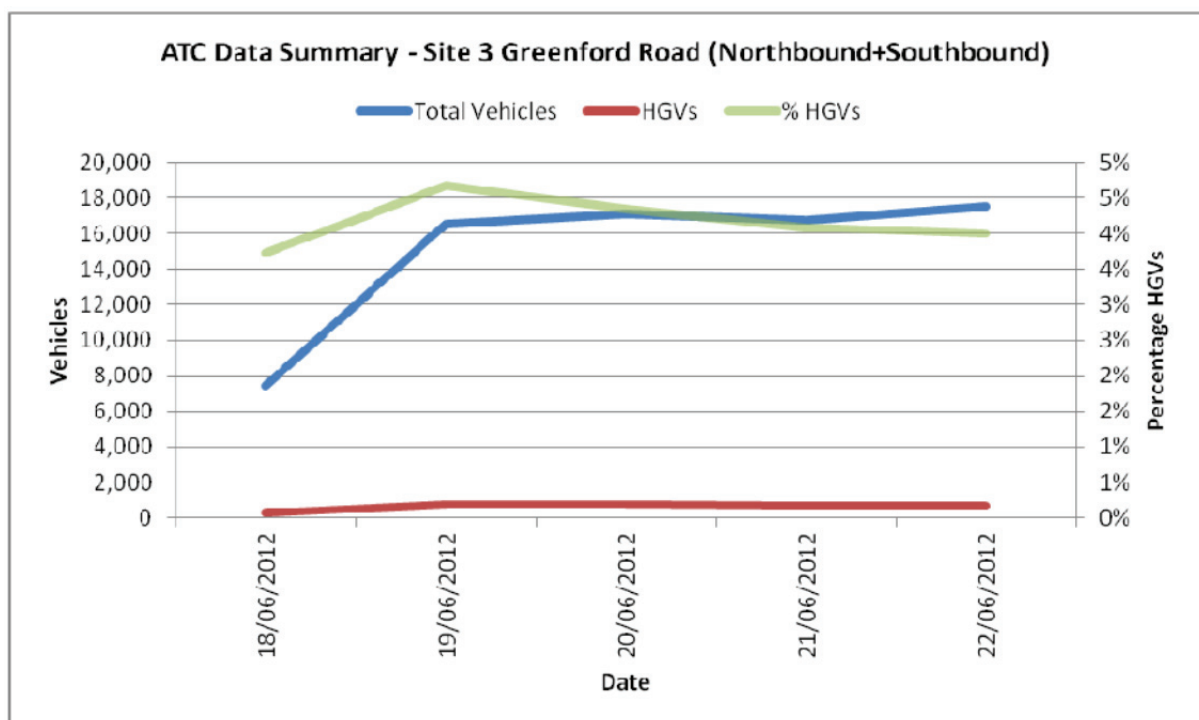
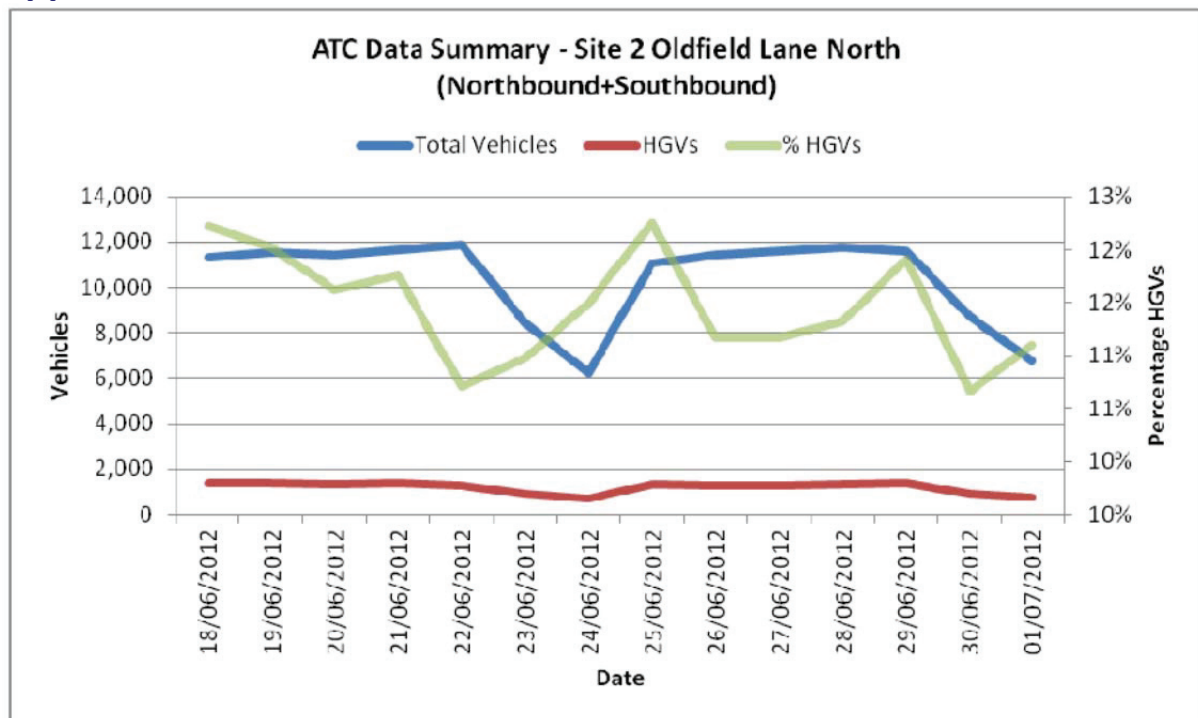
Appendix D.5 – ATC Sheet 8



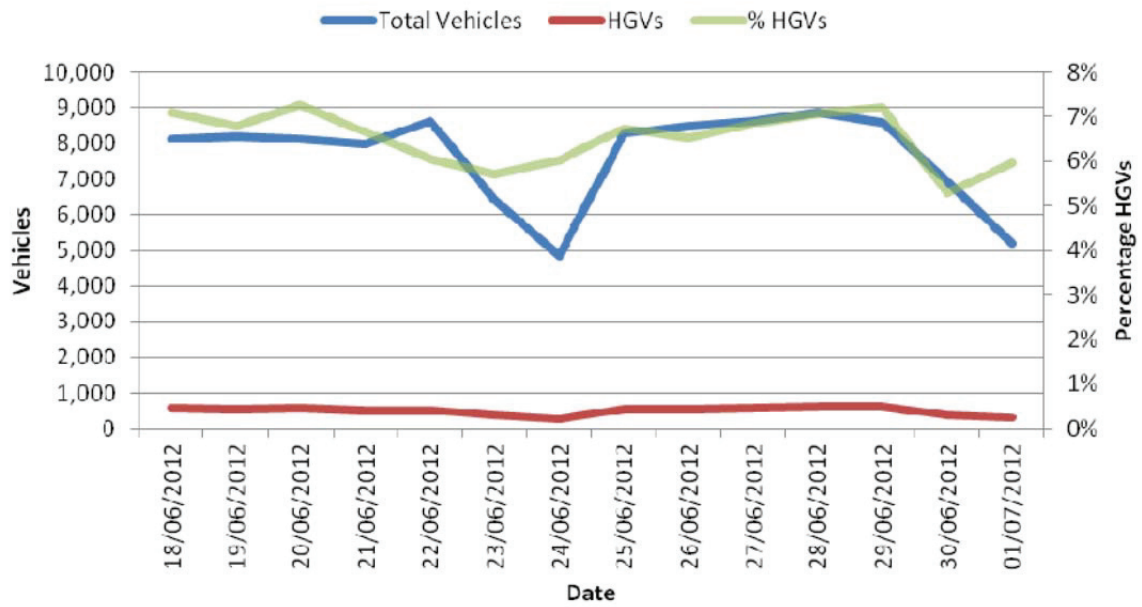
ATC Data Summary - Site 7 Hanger Lane (Northbound+Southbound)



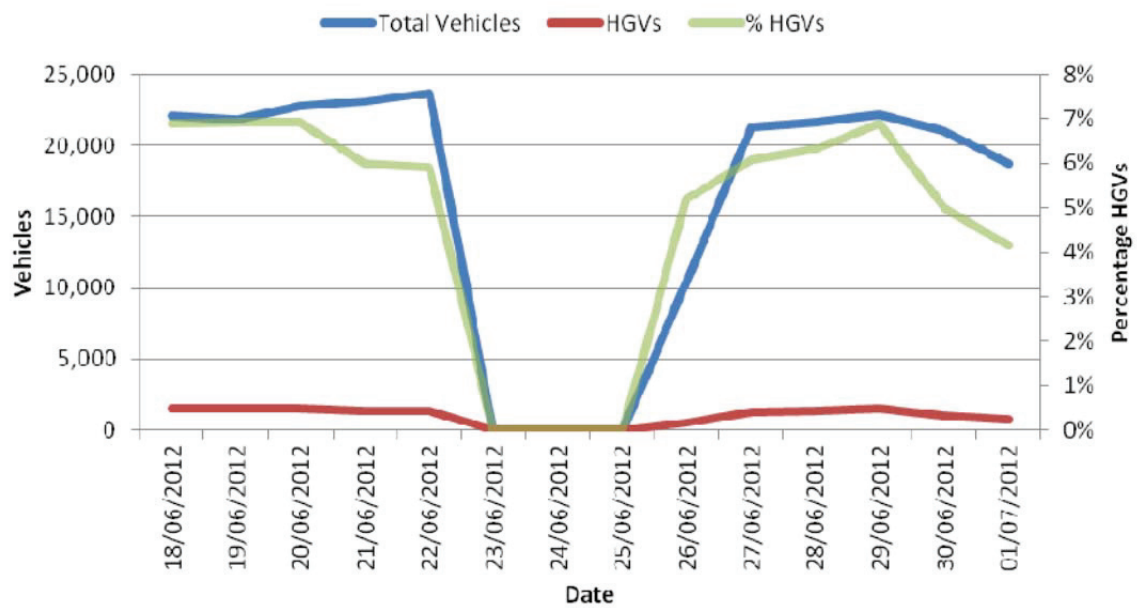
Appendix D.6 – ATC Sheet 9



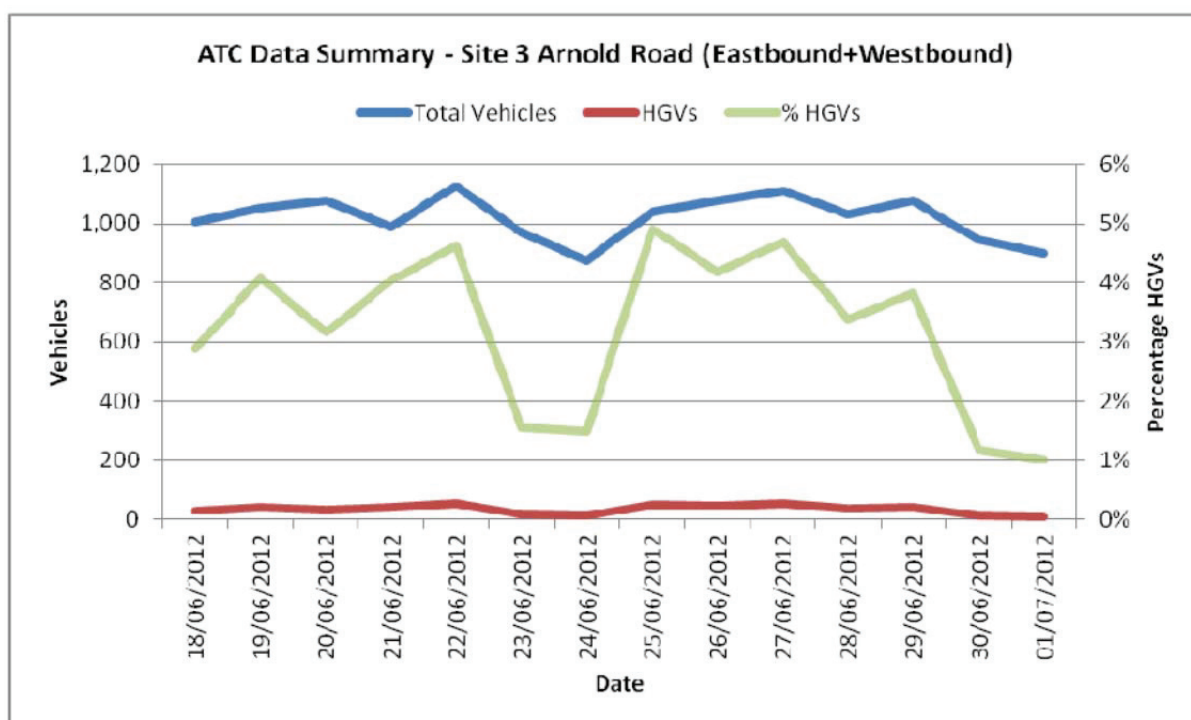
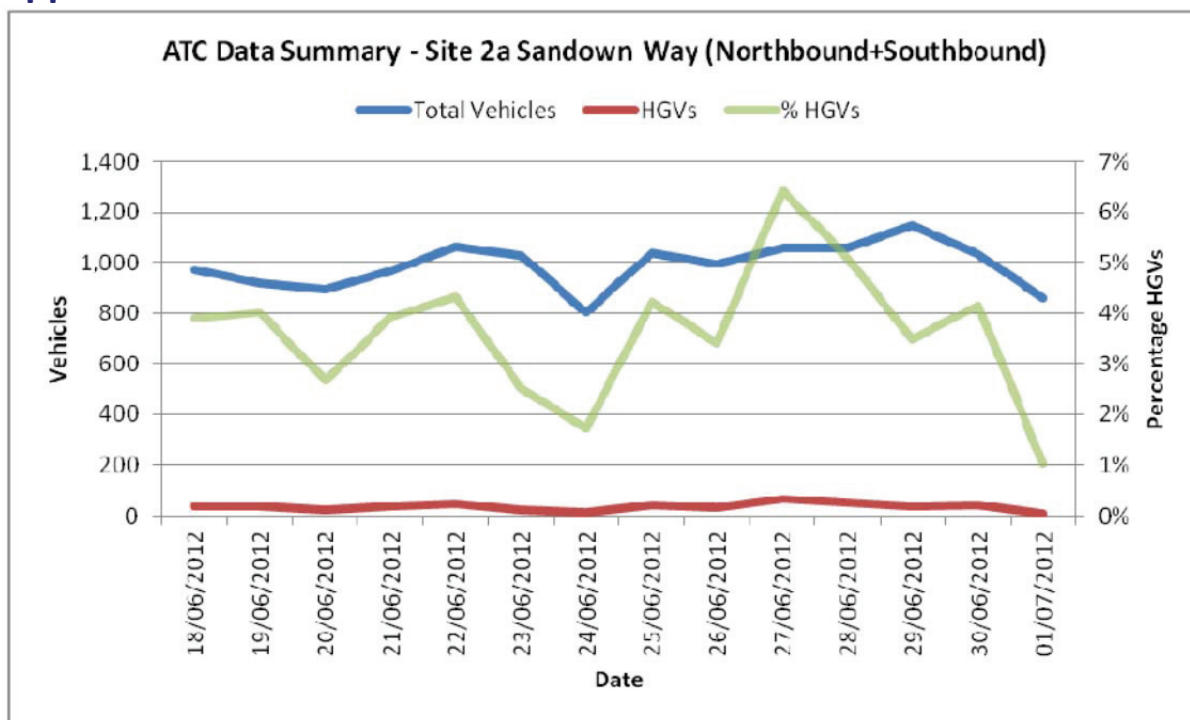
ATC Data Summary - Site 4 Oldfield Lane (Northbound+Southbound)



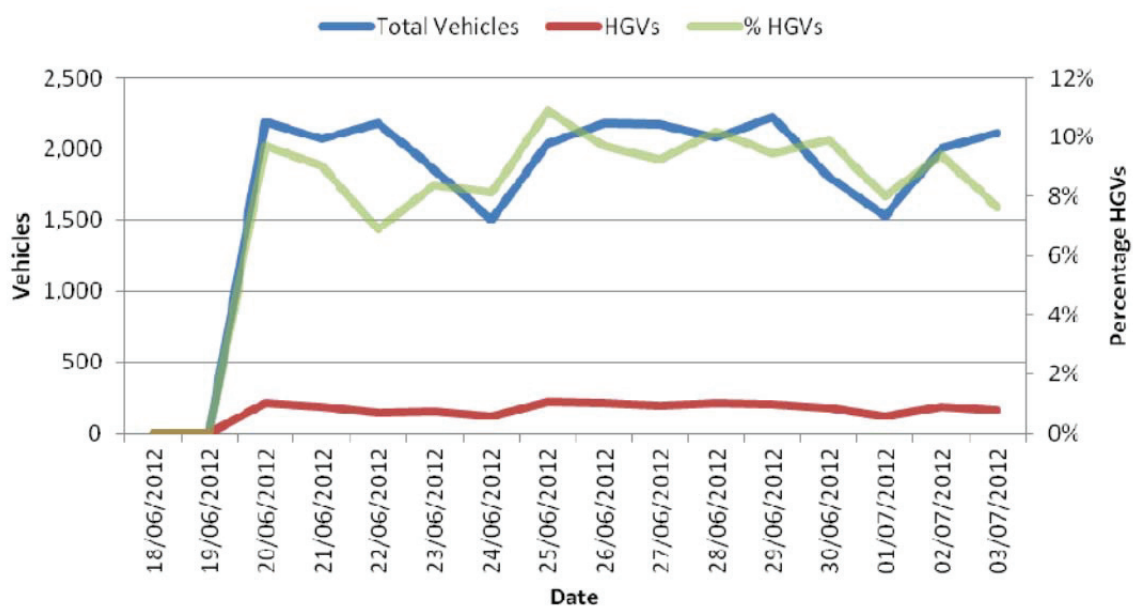
ATC Data Summary - Site 5 Greenford Road (Northbound+Southbound)



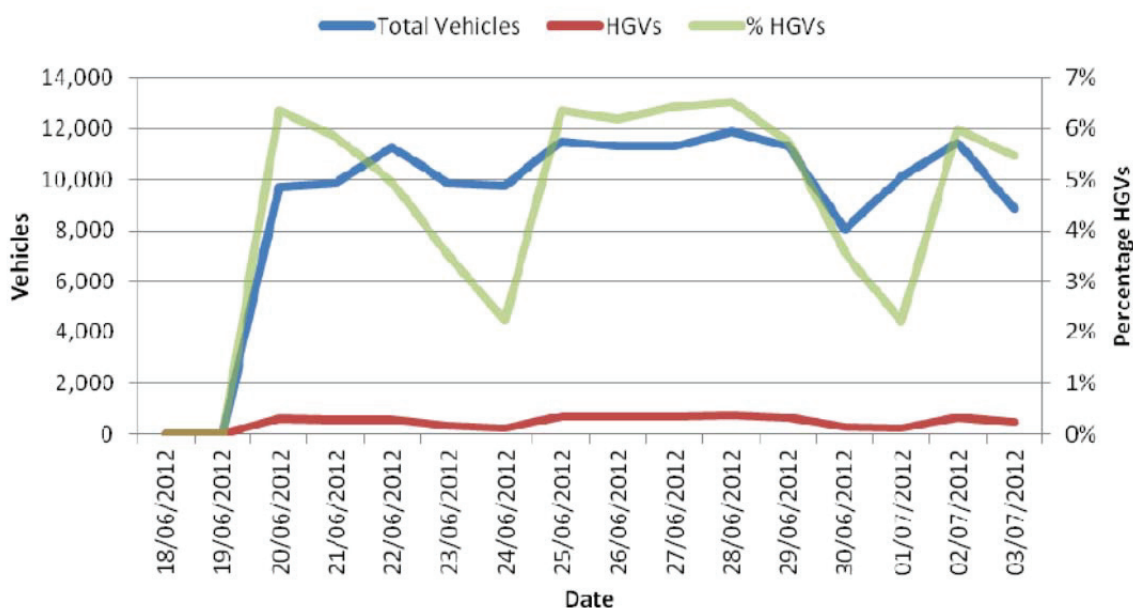
Appendix D.7 – ATC Sheet 10

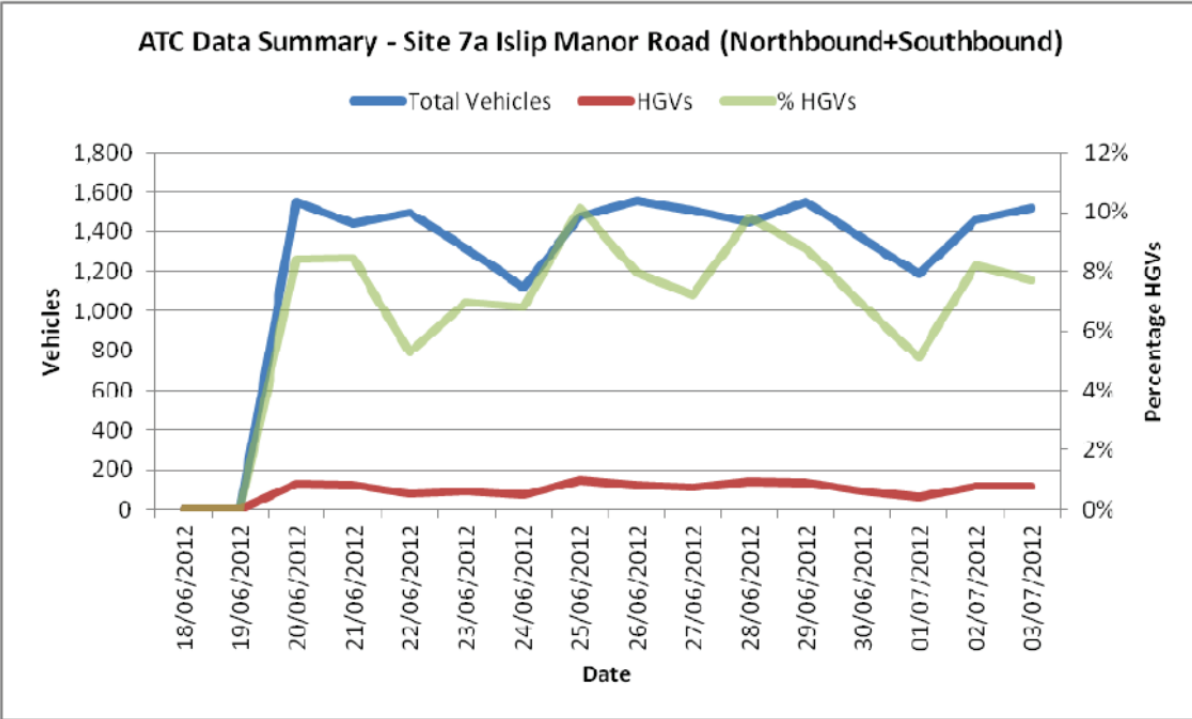
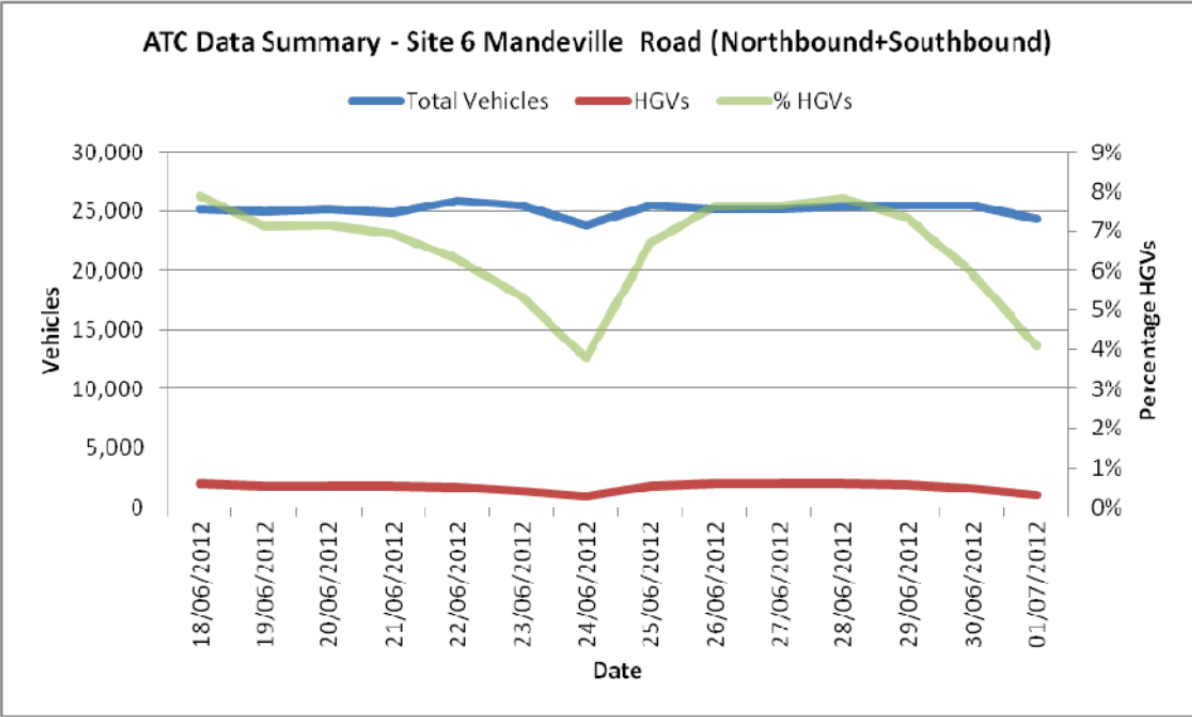


ATC Data Summary - Site 4a Eastcote Lane (Eastbound+Westbound)

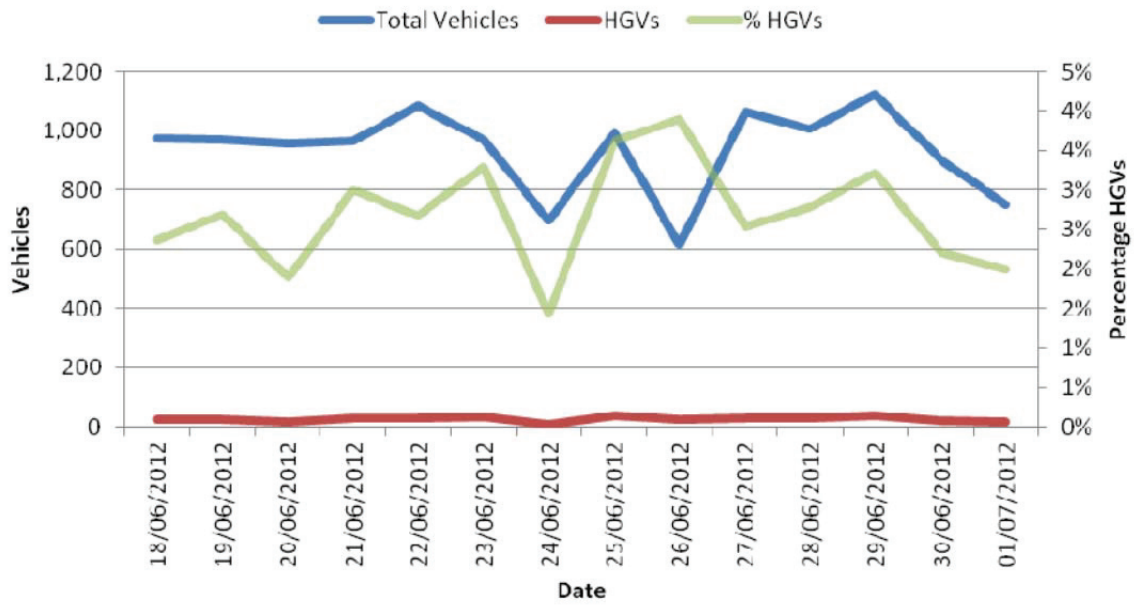


ATC Data Summary - Site 5a Eastcote Lane North (Eastbound+Westbound)

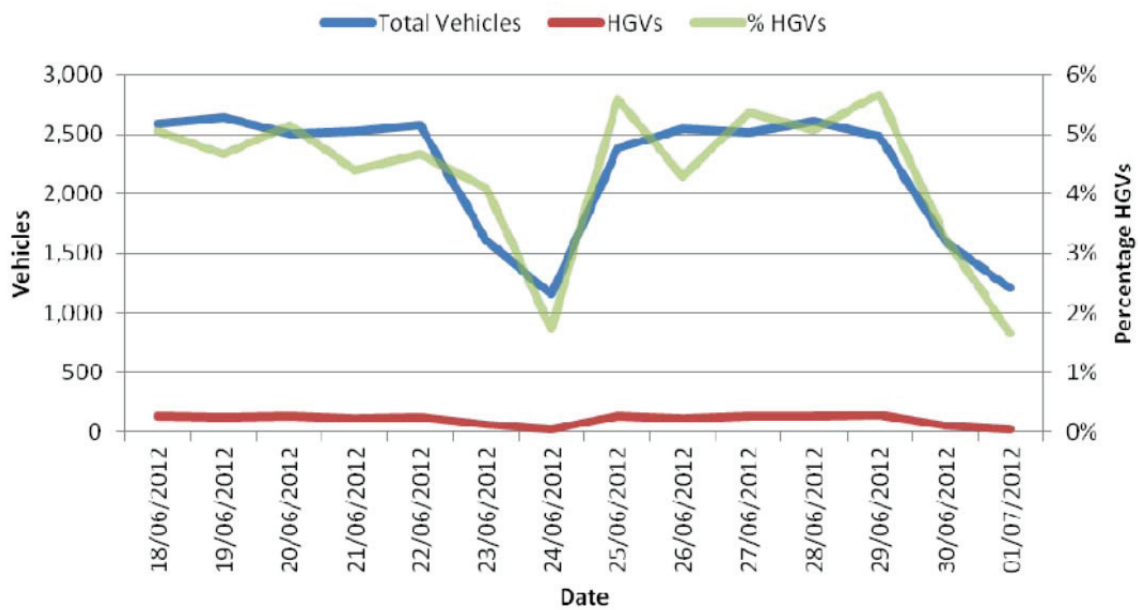




ATC Data Summary - Site 8 Carr Road (Eastbound+Westbound)



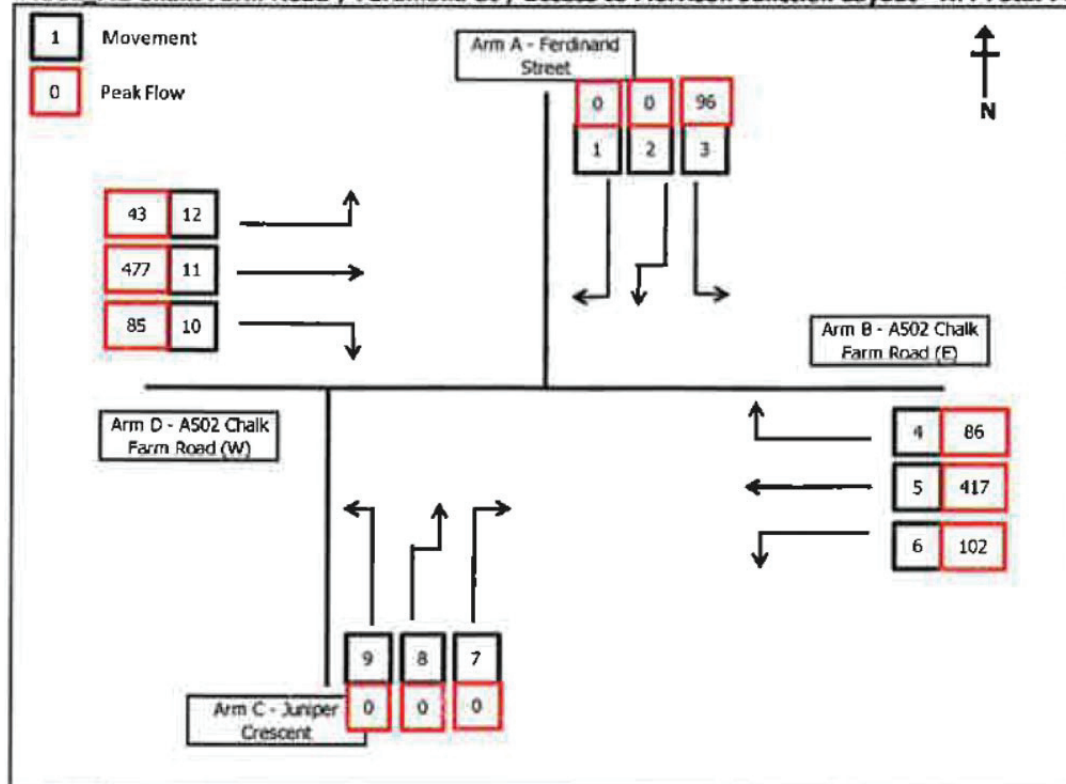
ATC Data Summary - Site 9 Long Drive (Eastbound+Westbound)



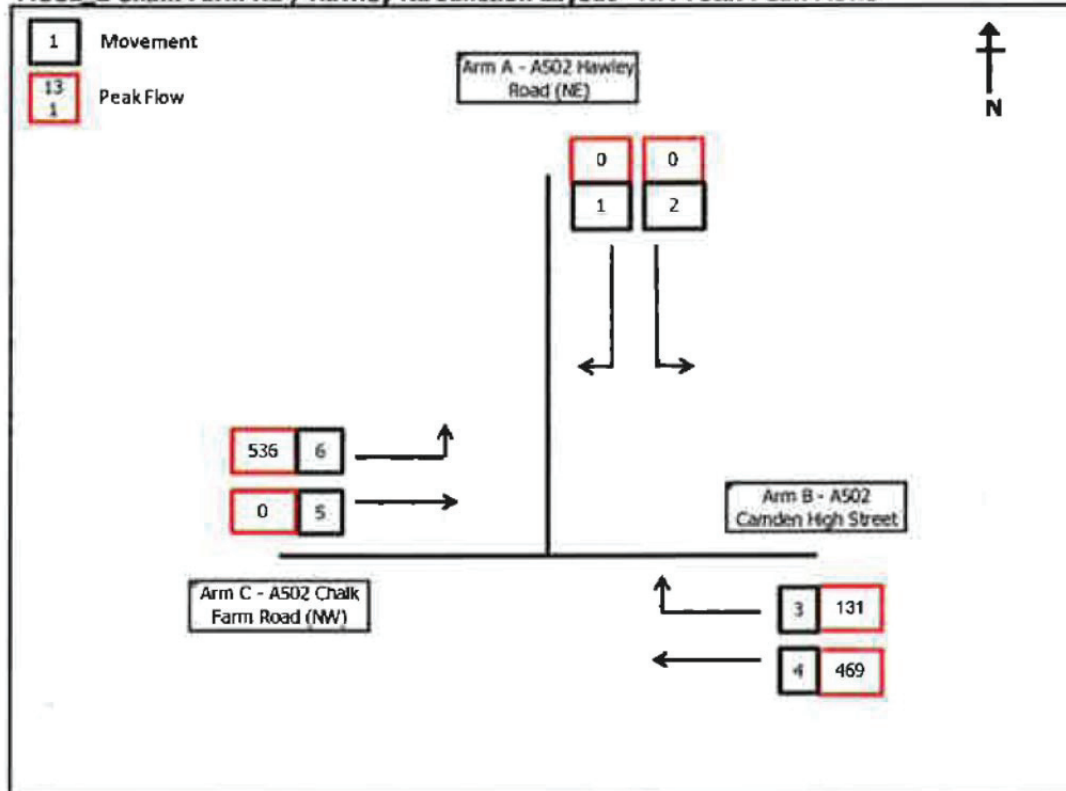
Appendix E – MCC Survey Summary Sheets

Appendix E.1 – MCC Sheet 1

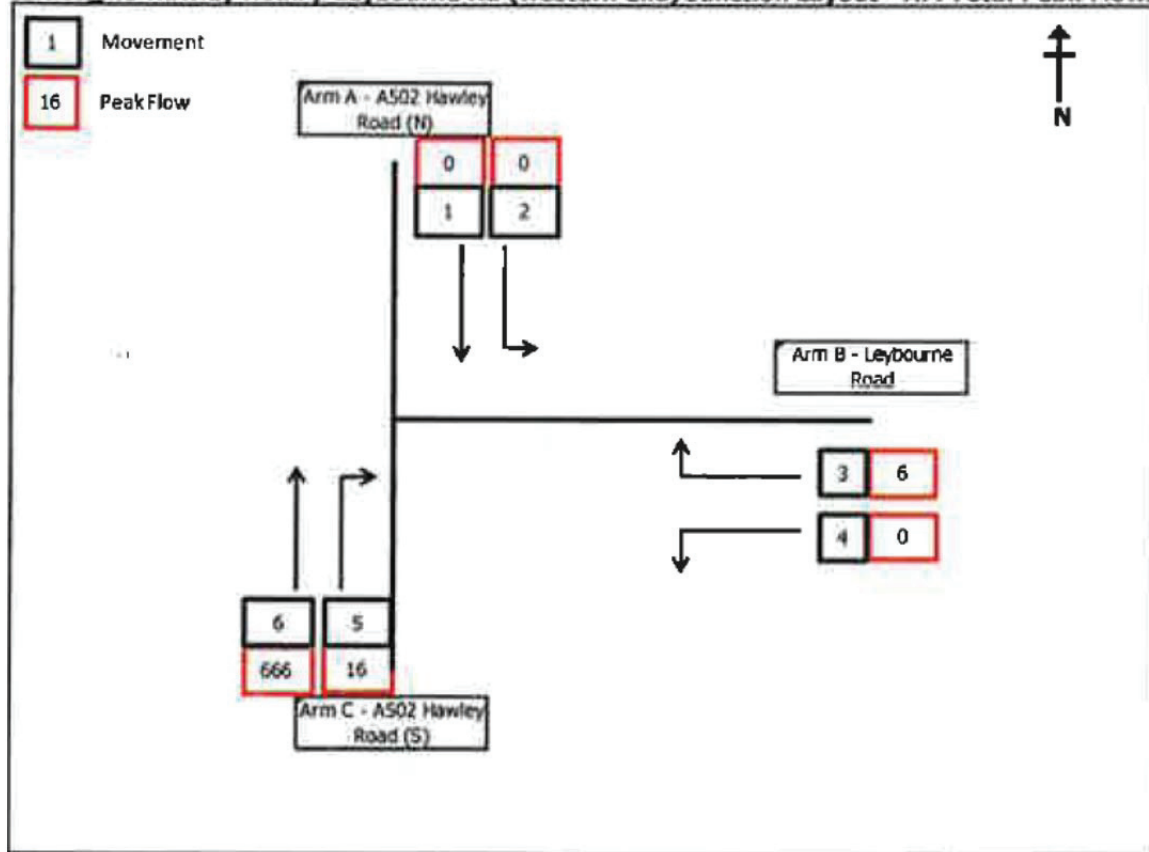
MCC1 M1 Chalk Farm Road / Ferdinand St / access to Morrison Junction Layout - AM Total Peak Flows



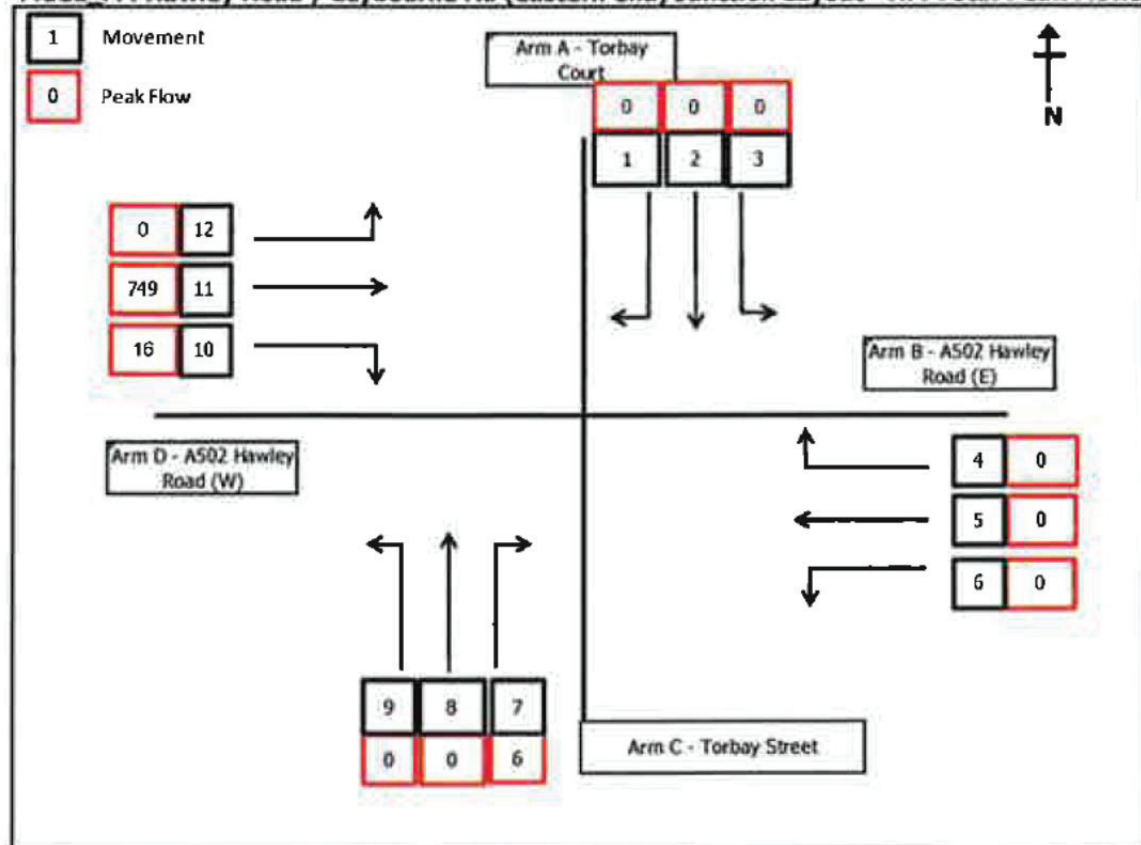
MCC1 2 Chalk Farm Rd / Hawley Rd Junction Layout - AM Total Peak Flows



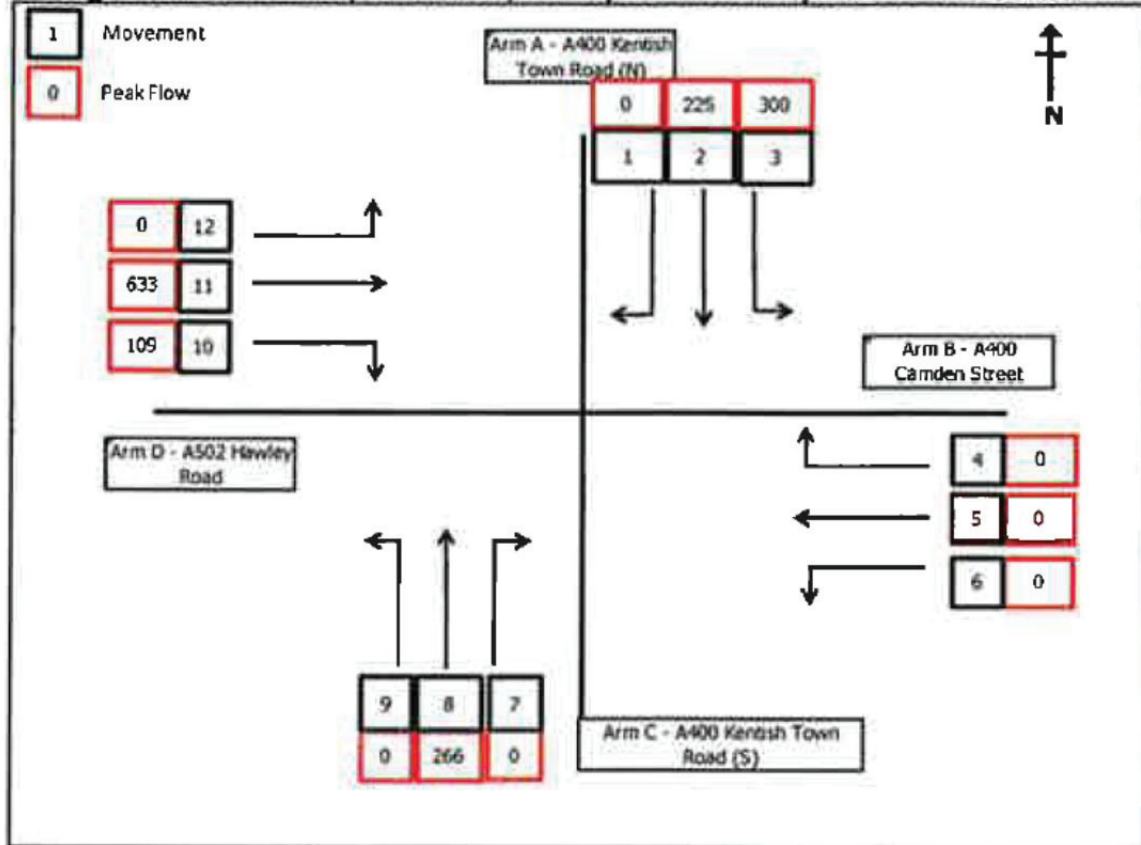
MCC1 M3 Hawley Road / Leybourne Rd (western end) Junction Layout - AM Total Peak Flows



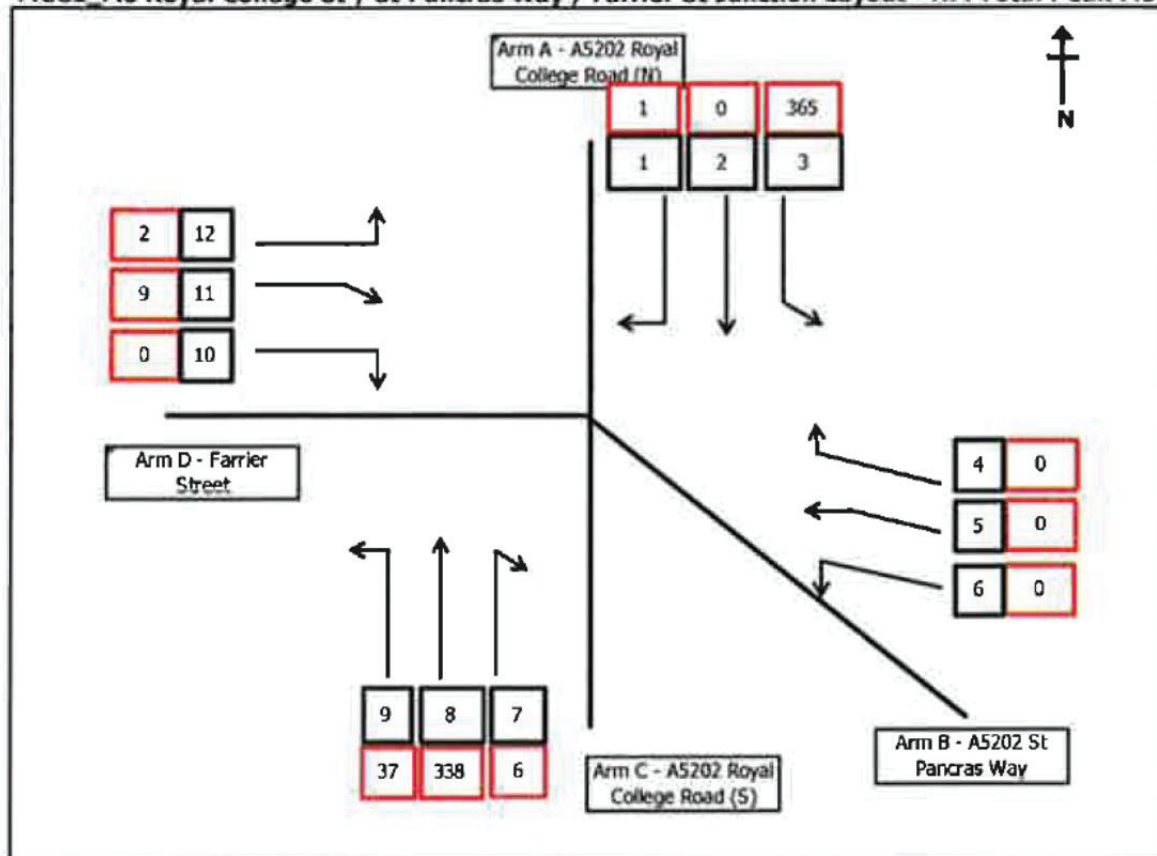
MCC1 M4 Hawley Road / Leybourne Rd (eastern end) Junction Layout - AM Total Peak Flows



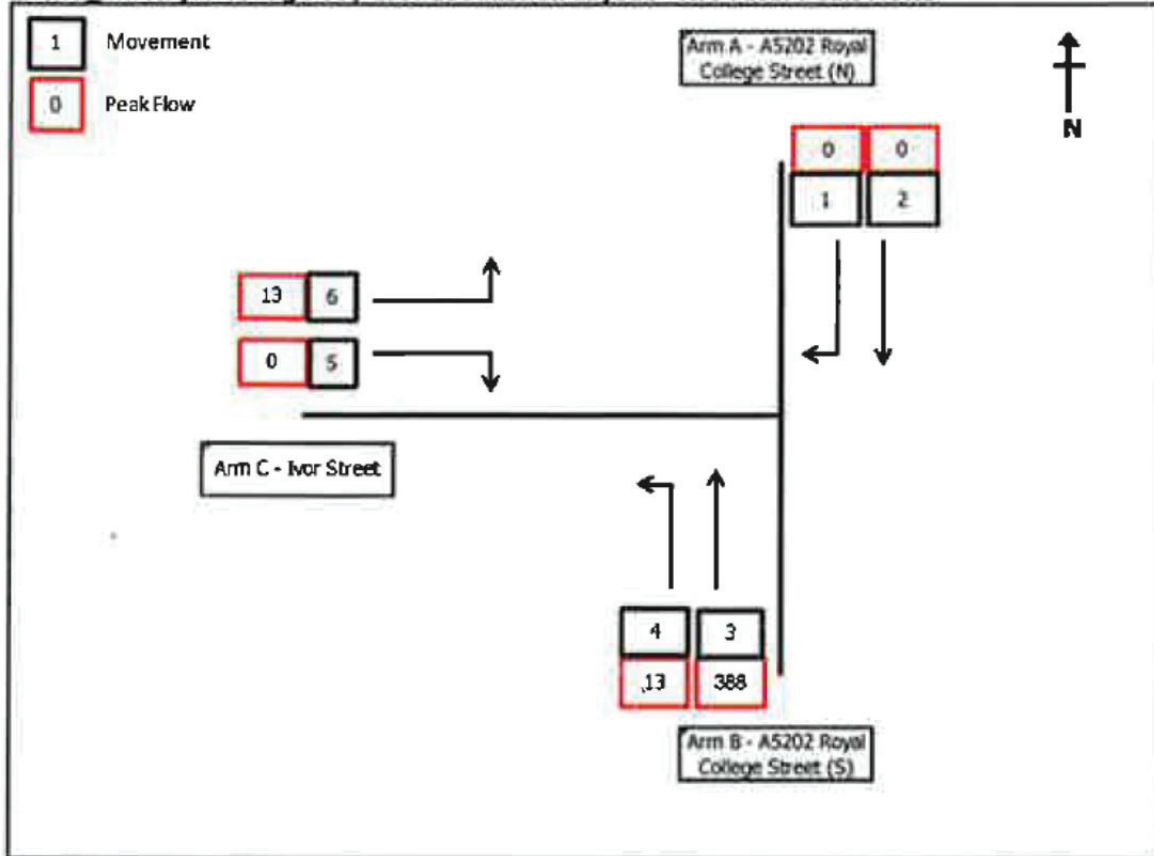
MCC1 M5 Kentish Town Rd/ Camden St / Hawley Rd Junction Layout - AM Total Peak Flows



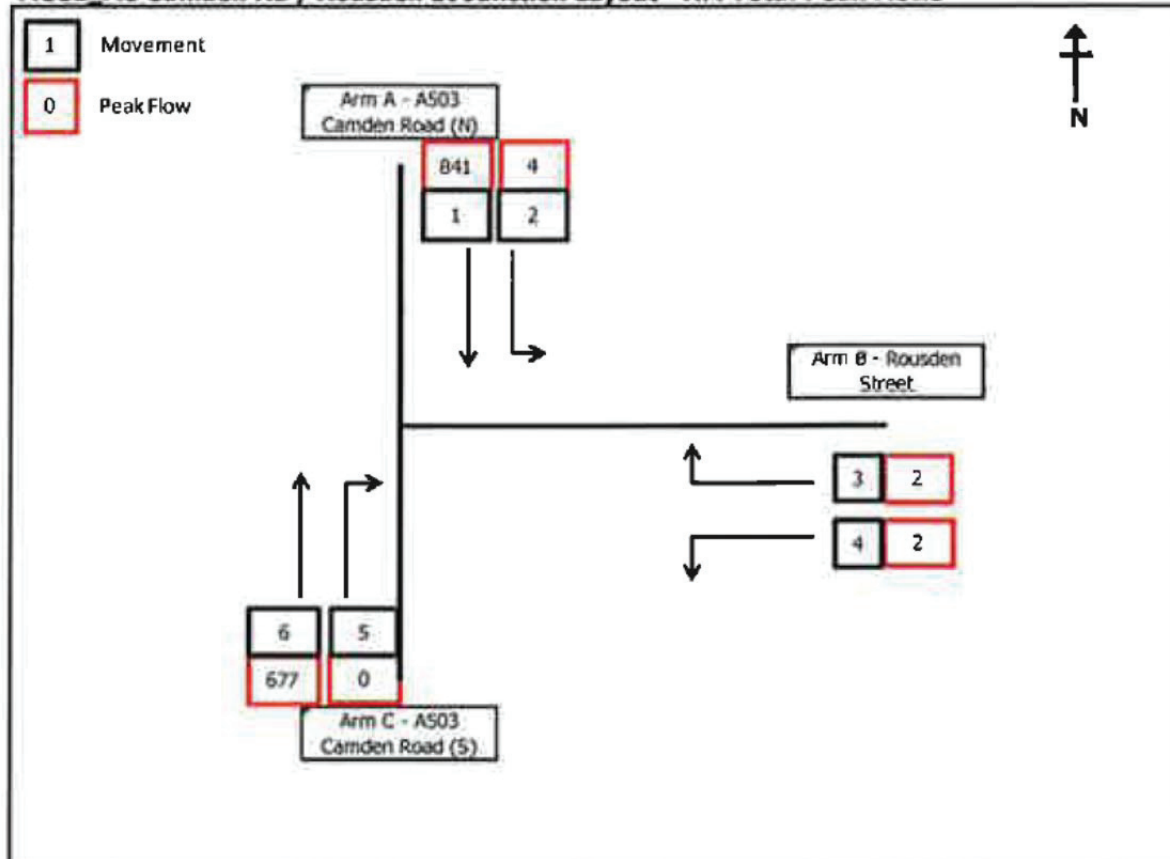
MCC1 M6 Royal College St / St Pancras Way / Farrier St Junction Layout - AM Total Peak Flows



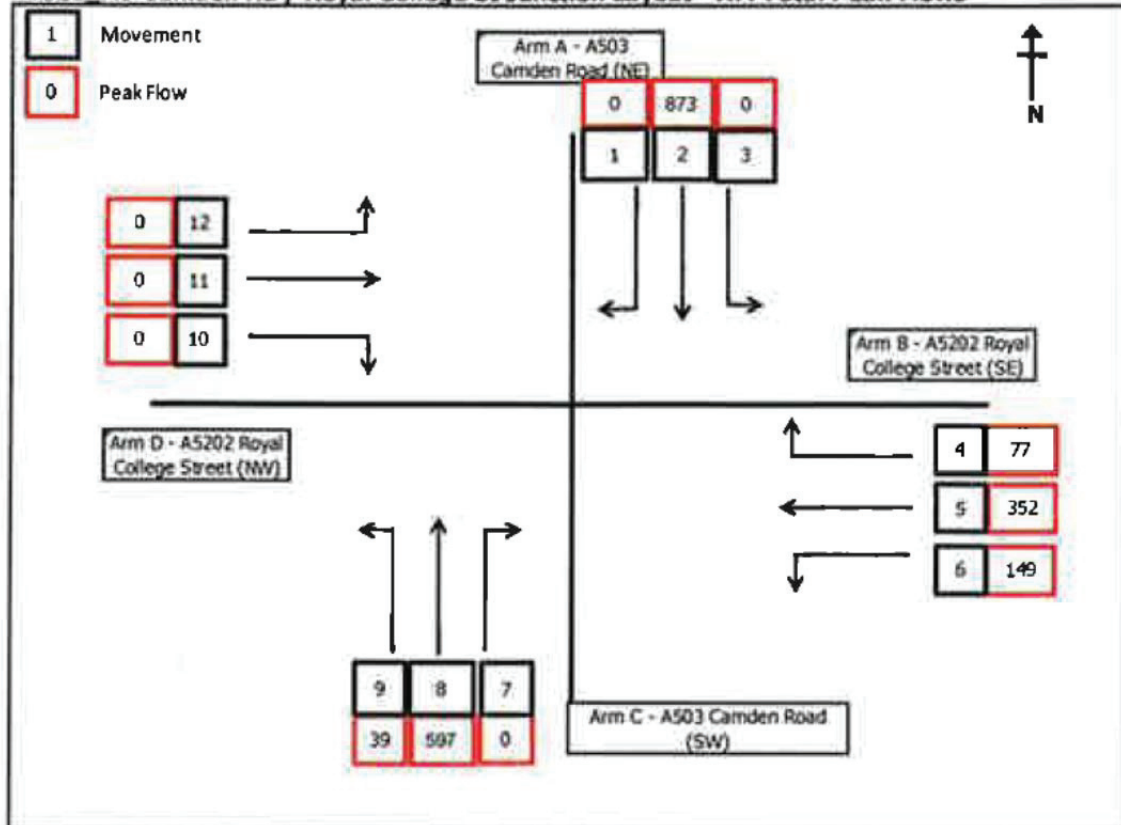
MCC1 M7 Royal College St / Ivor St Junction Layout - AM Total Peak Flows



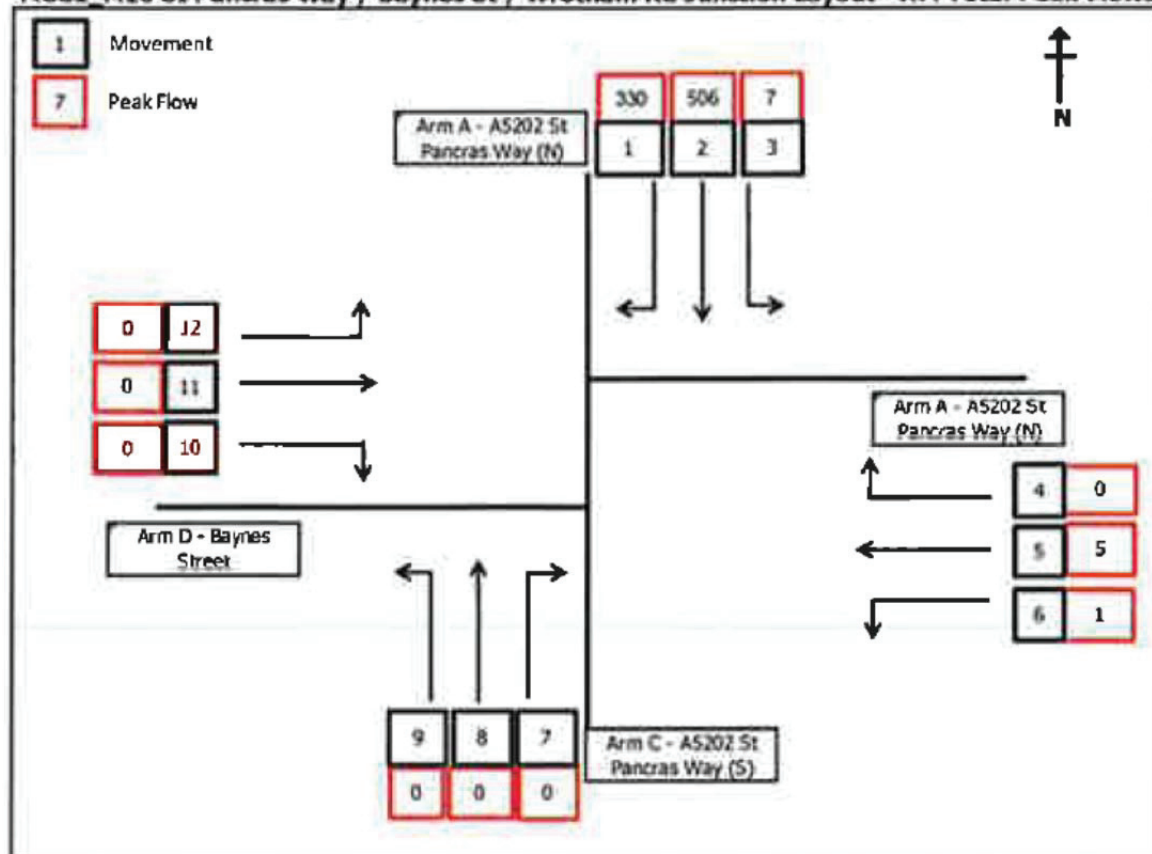
MCC1 M8 Camden Rd / Rousden St Junction Layout - AM Total Peak Flows



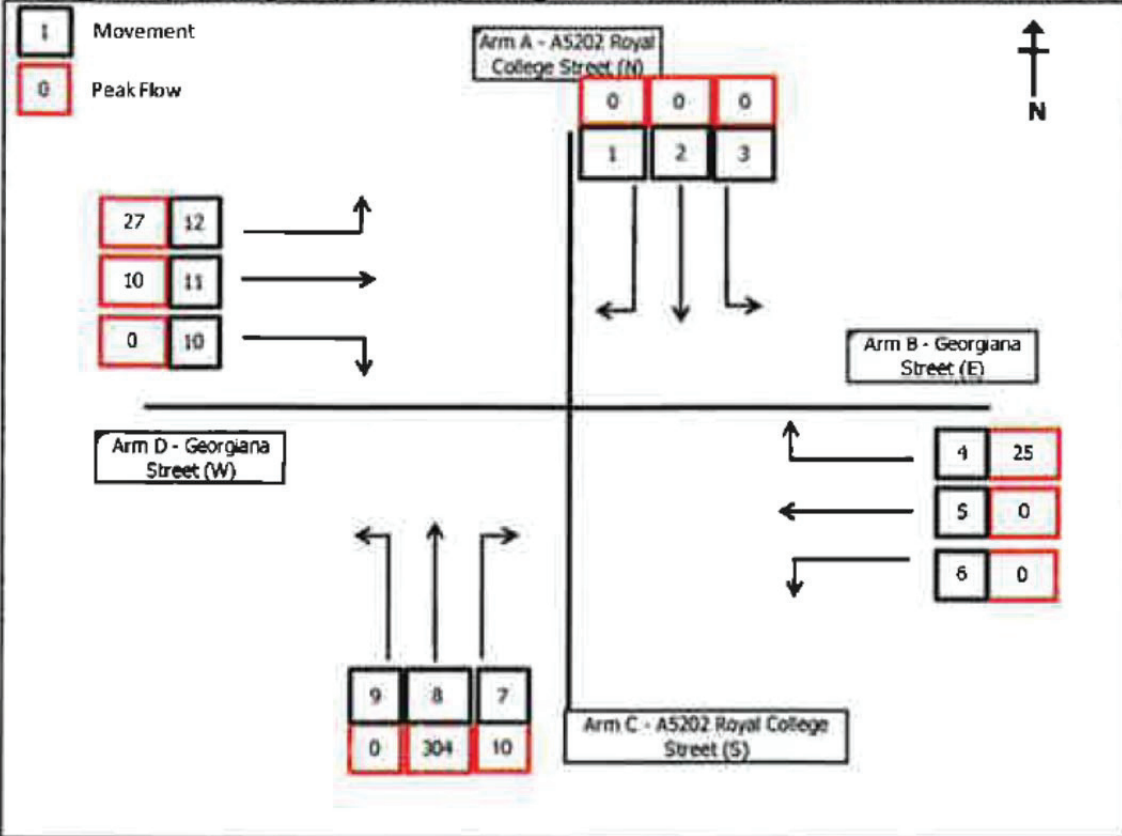
MCC1 M9 Camden Rd / Royal College St Junction Layout - AM Total Peak Flows



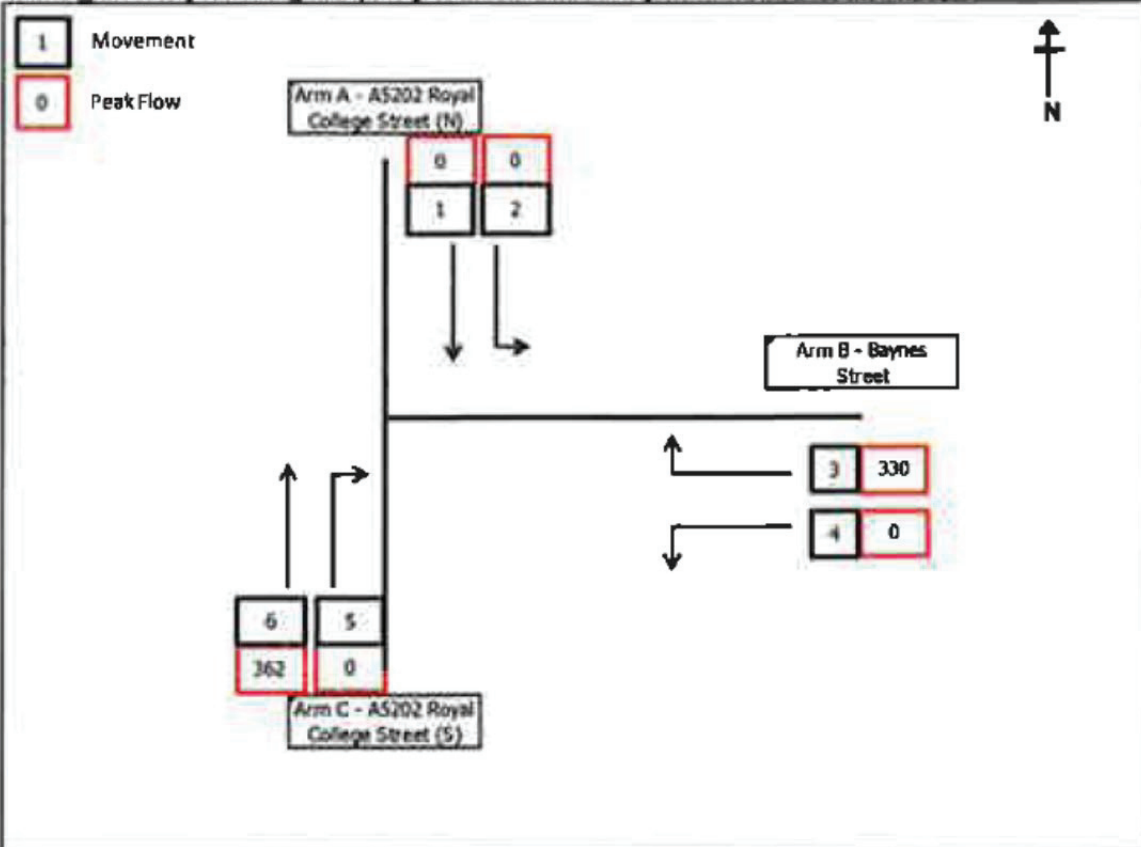
MCC1 M10 St Pancras Way / Baynes St / Wrotham Rd Junction Layout - AM Total Peak Flows



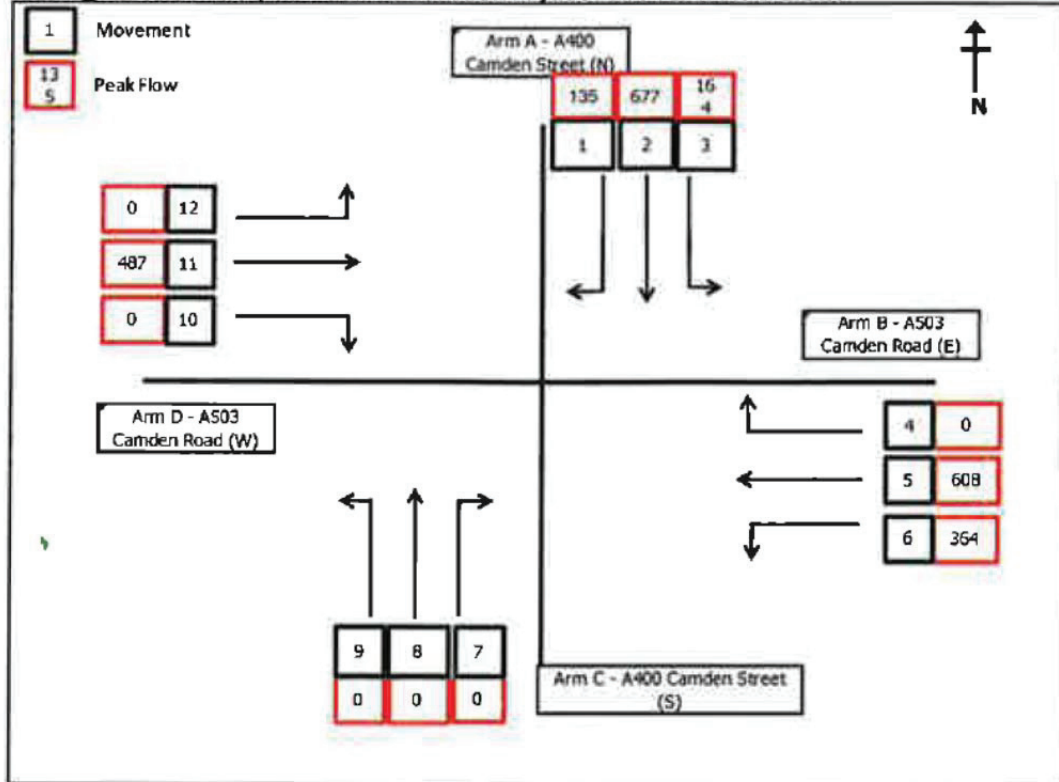
MCC1 11 Royal College St / Lyme St / Georgiana St Junction Layout - AM Total Peak Flows



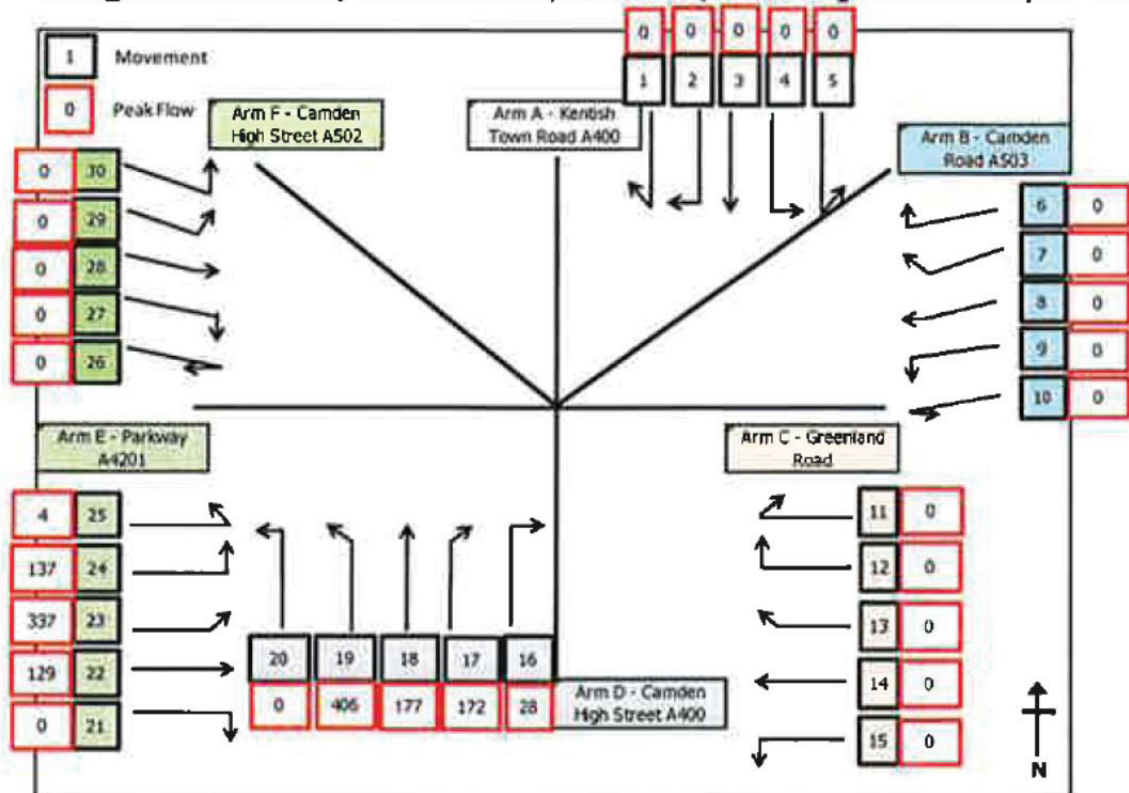
MCC1 M12 Royal College St / Baynes St Junction Layout - AM Total Peak Flows



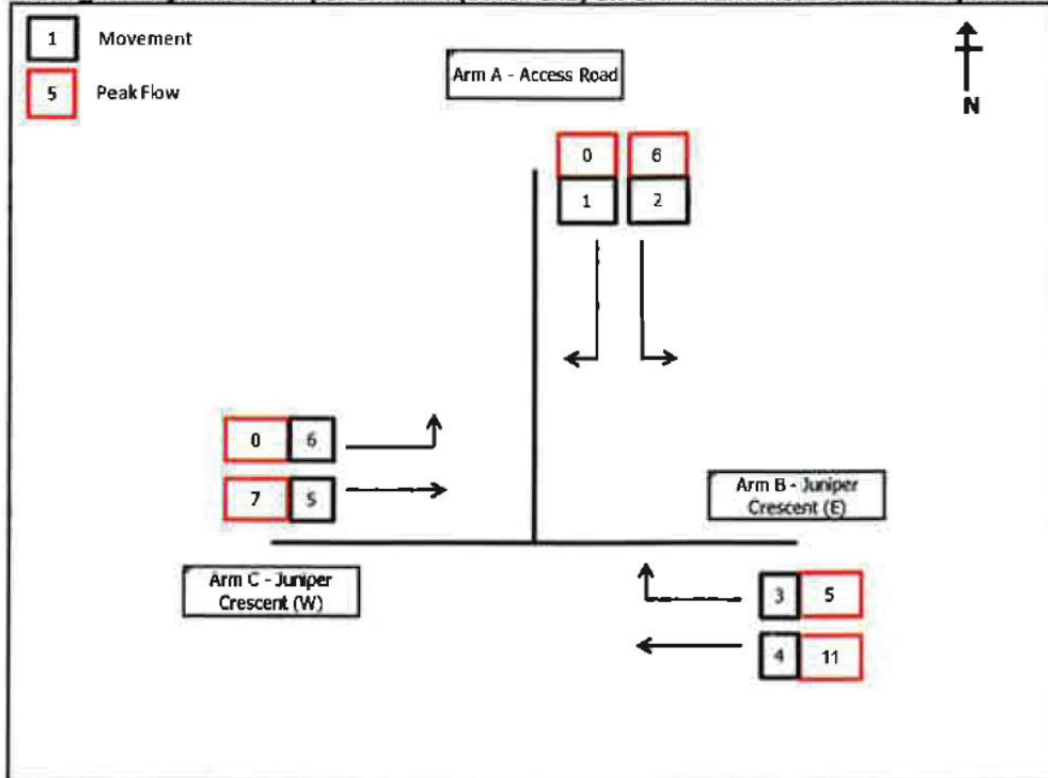
MCC1_13 Camden St / Camden Rd Junction Layout - AM Total Peak Flows



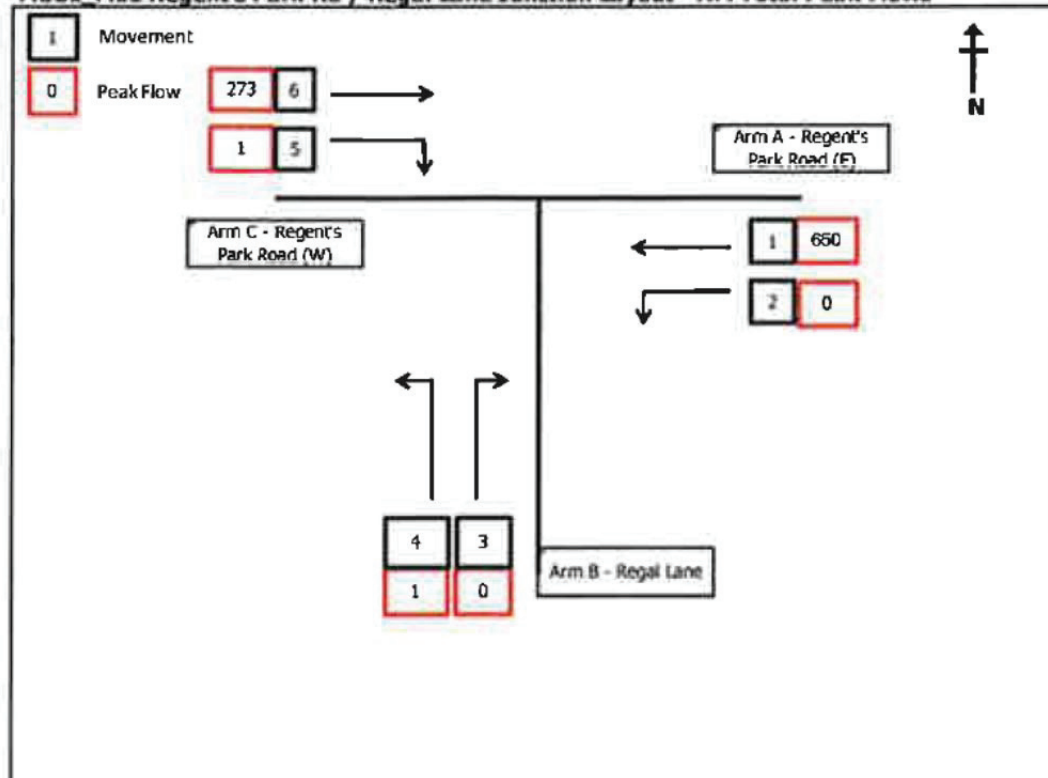
MCC1_M14 Chalk Farm Rd / Kentish Town Rd / Camden Rd / Camden High St Junction Layout - AM Total Peak Flows



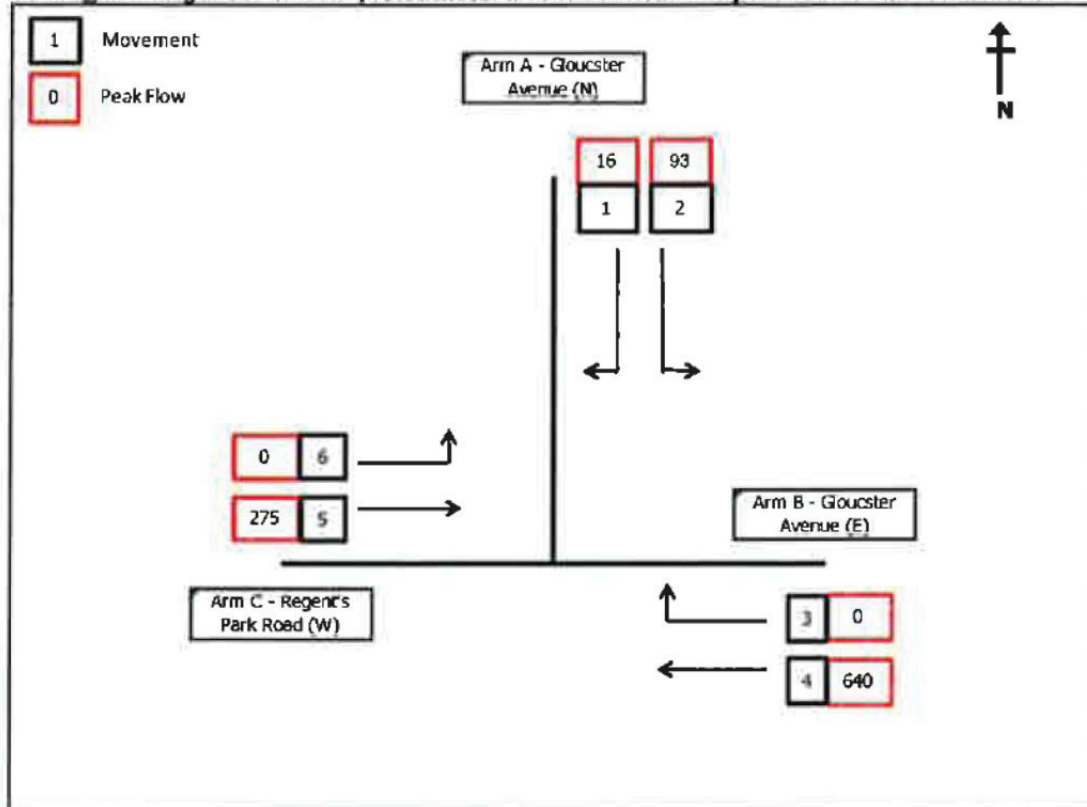
MCC1 M15 T junction Juniper Crescent (South end) off Chalk Farm Road Junction Layout - AM Total Peak Flows



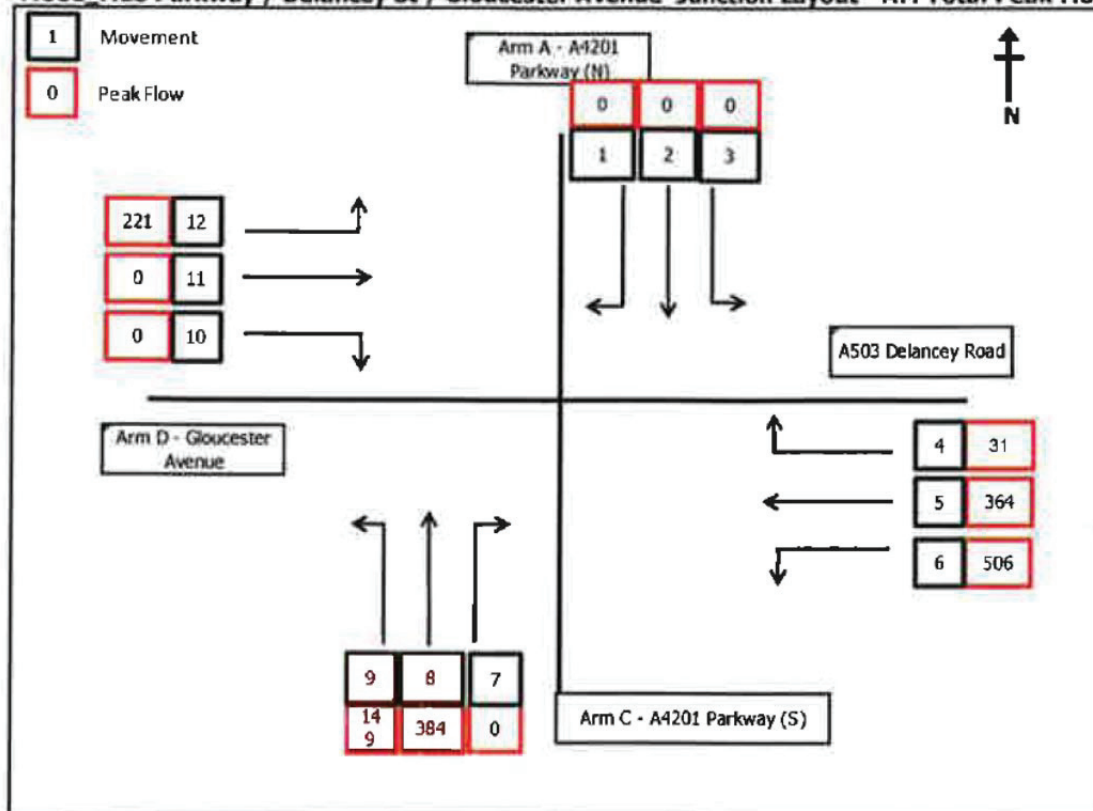
MCC1 M16 Regent's Park Rd / Regal Lane Junction Layout - AM Total Peak Flows



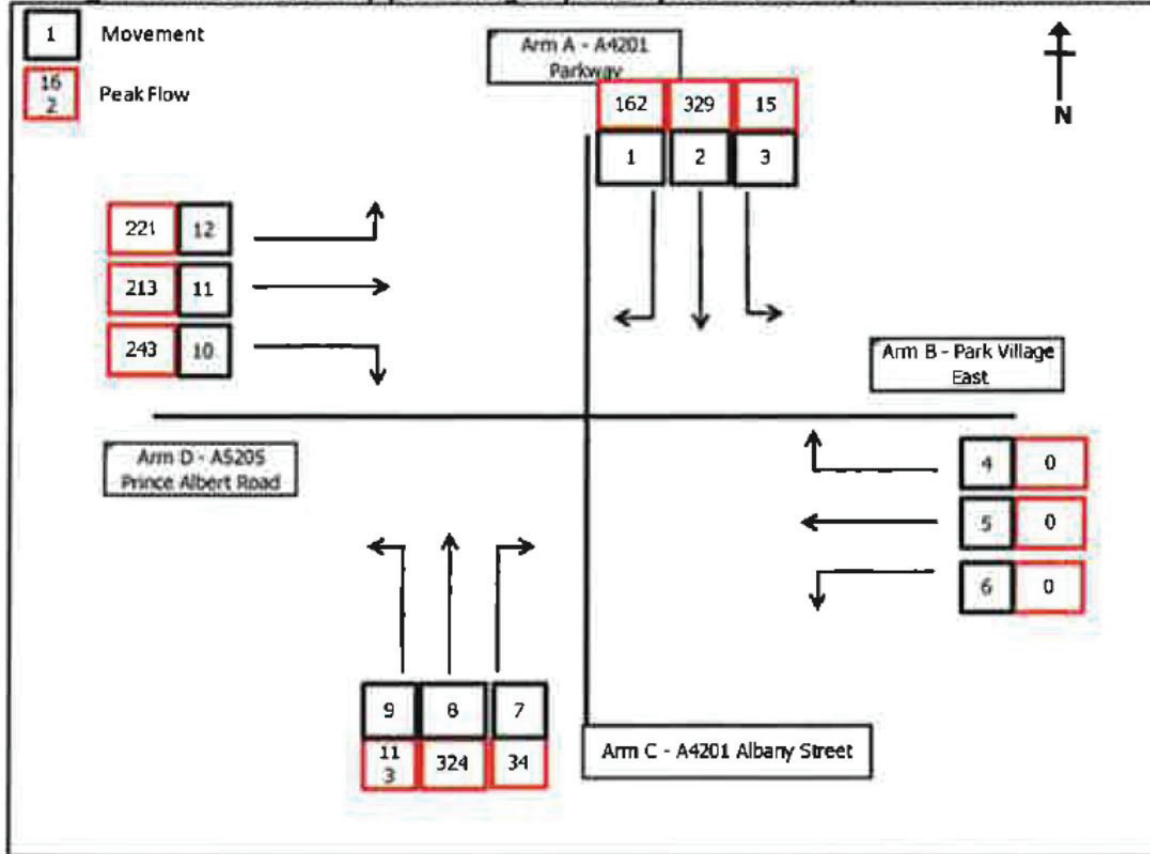
MCC1 M17 Regent's Park Rd / Gloucester Avenue Junction Layout - AM Total Peak Flows



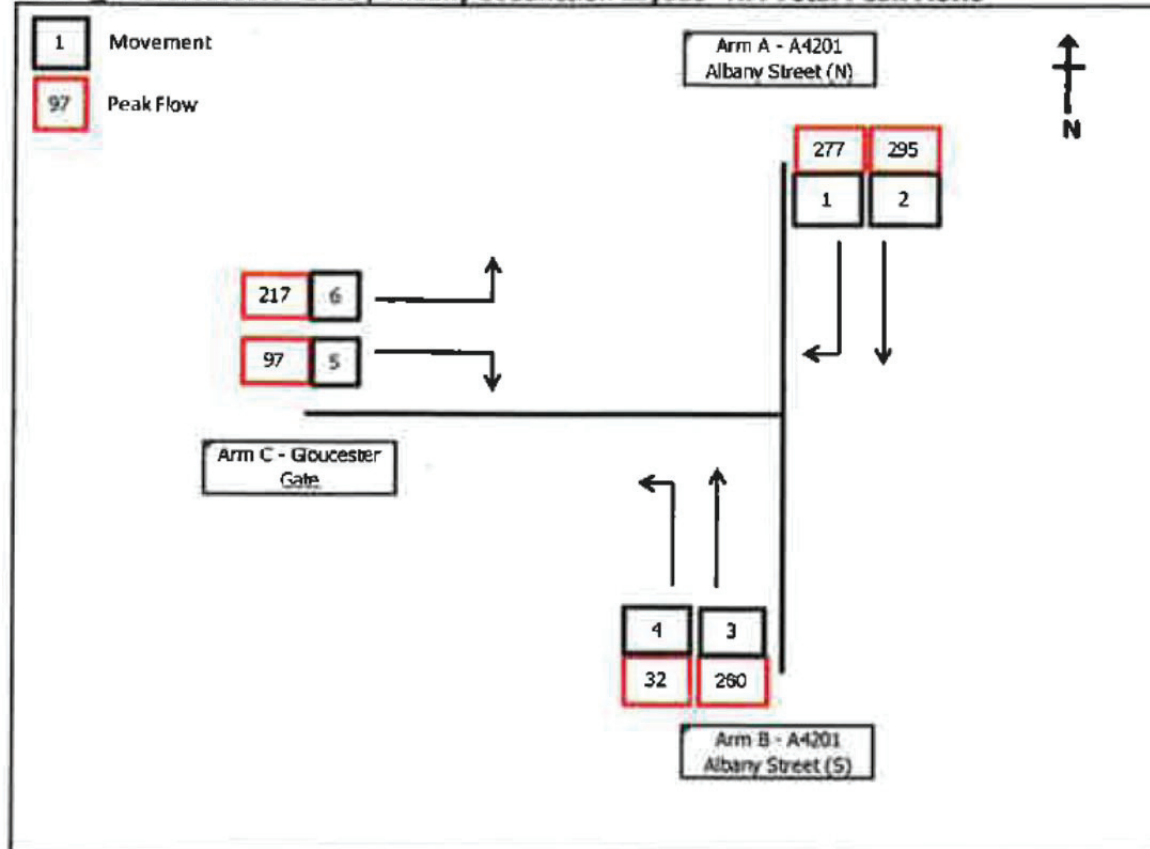
MCC1 M18 Parkway / Delancey St / Gloucester Avenue Junction Layout - AM Total Peak Flows



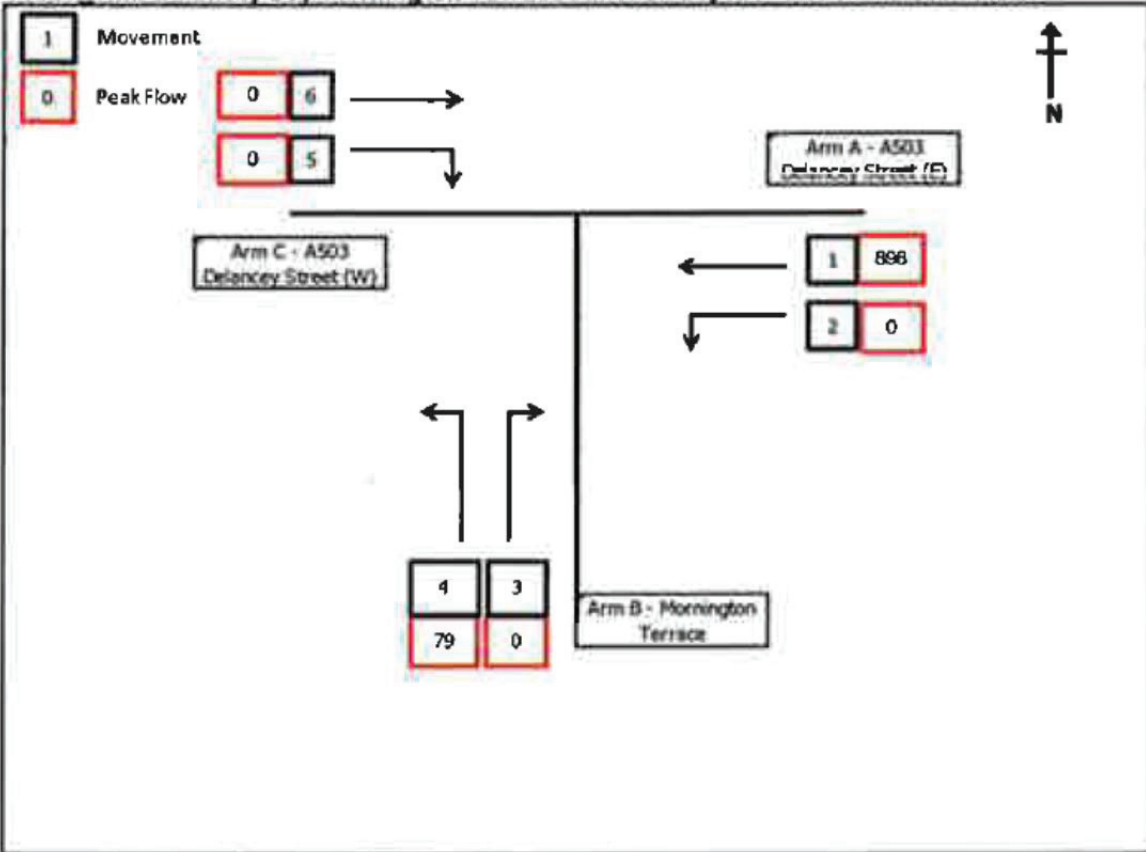
MCC1 M19 Prince Albert Rd / park Vilalge E / Albany St Junction Layout - AM Total Peak Flows



MCC1 M20 Gloucester Gate / Albany St Junction Layout - AM Total Peak Flows

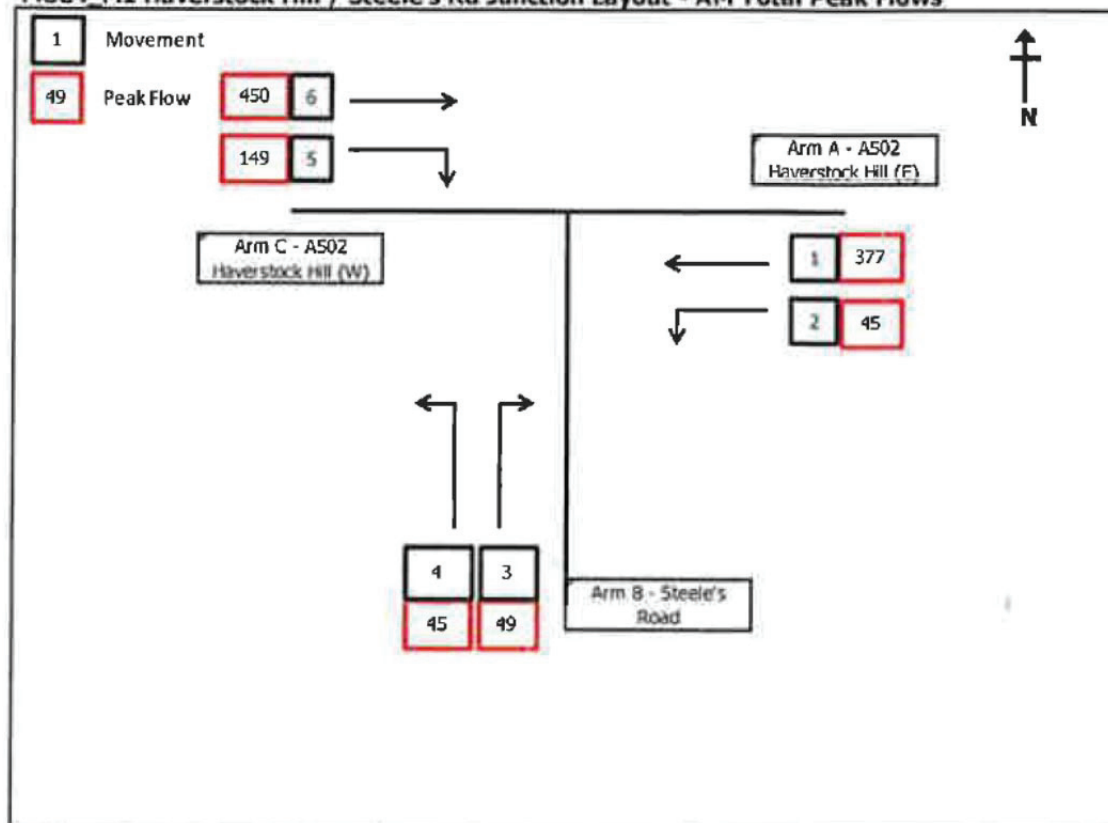


MCC1 M21 Delancey St / Mornington Terrace Junction Layout - AM Total Peak Flows

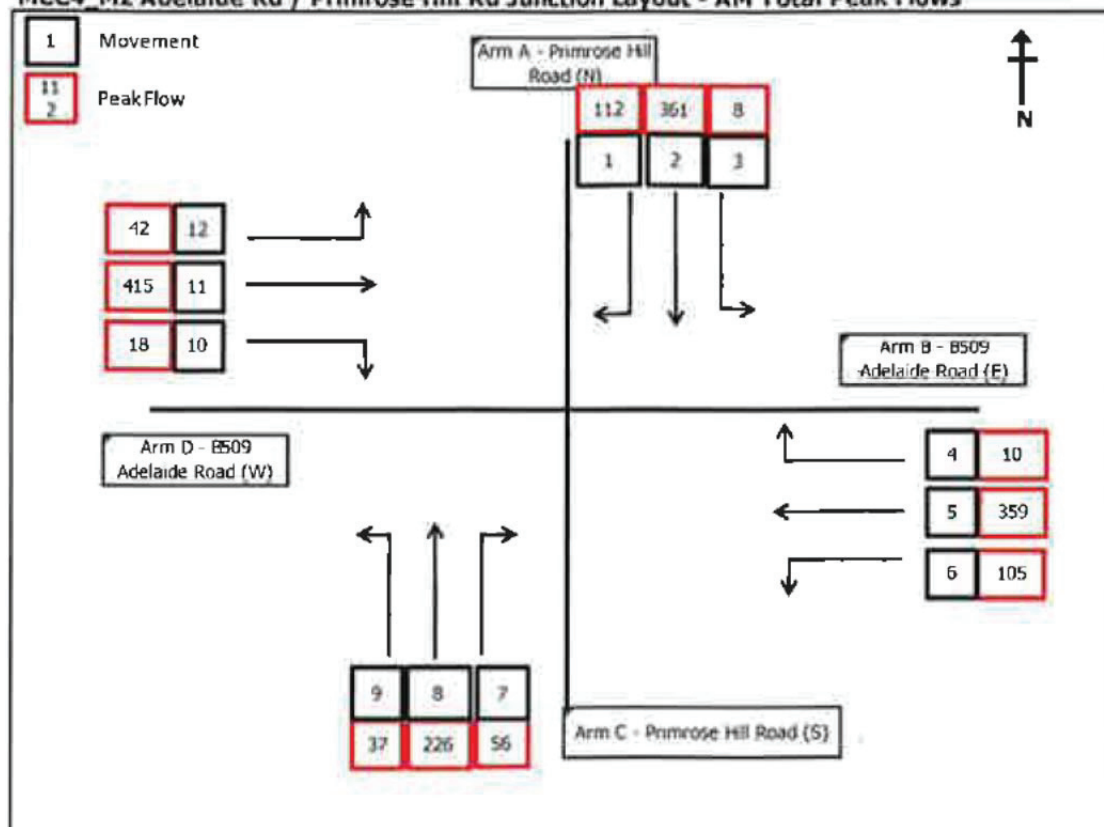


Appendix E.2 – MCC Sheet 4

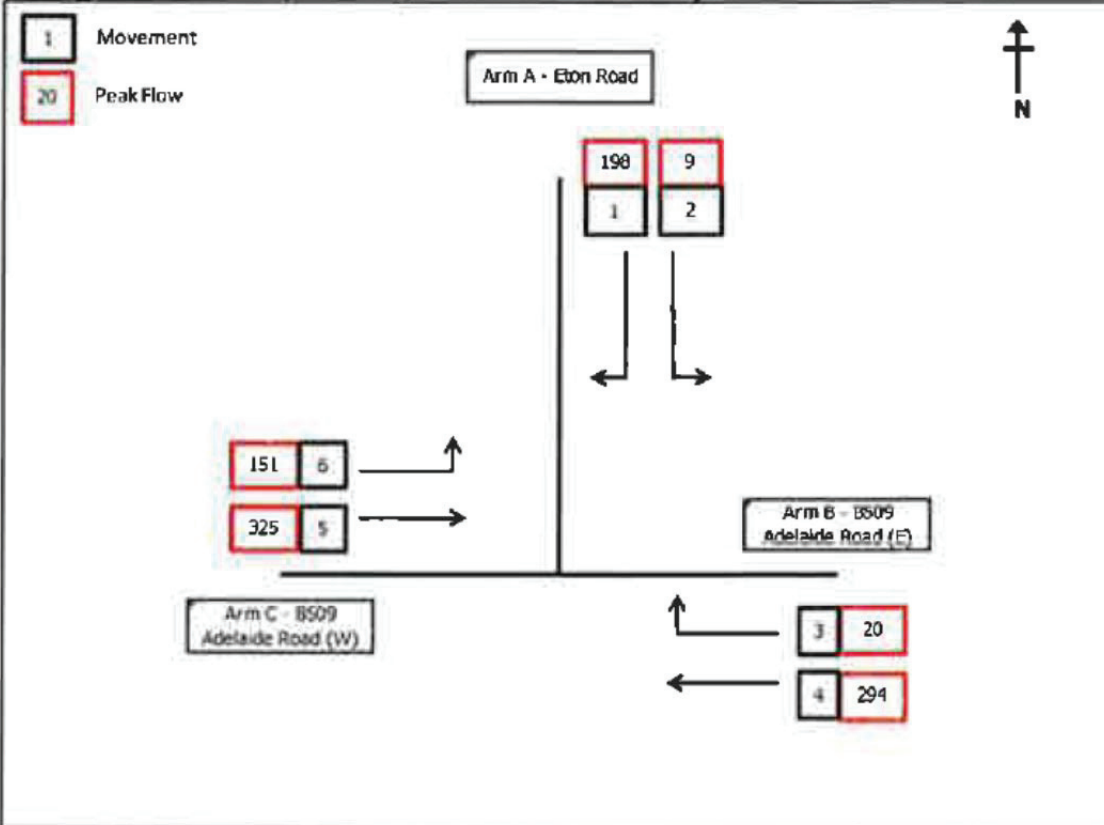
MCC4 M1 Haverstock Hill / Steele's Rd Junction Layout - AM Total Peak Flows



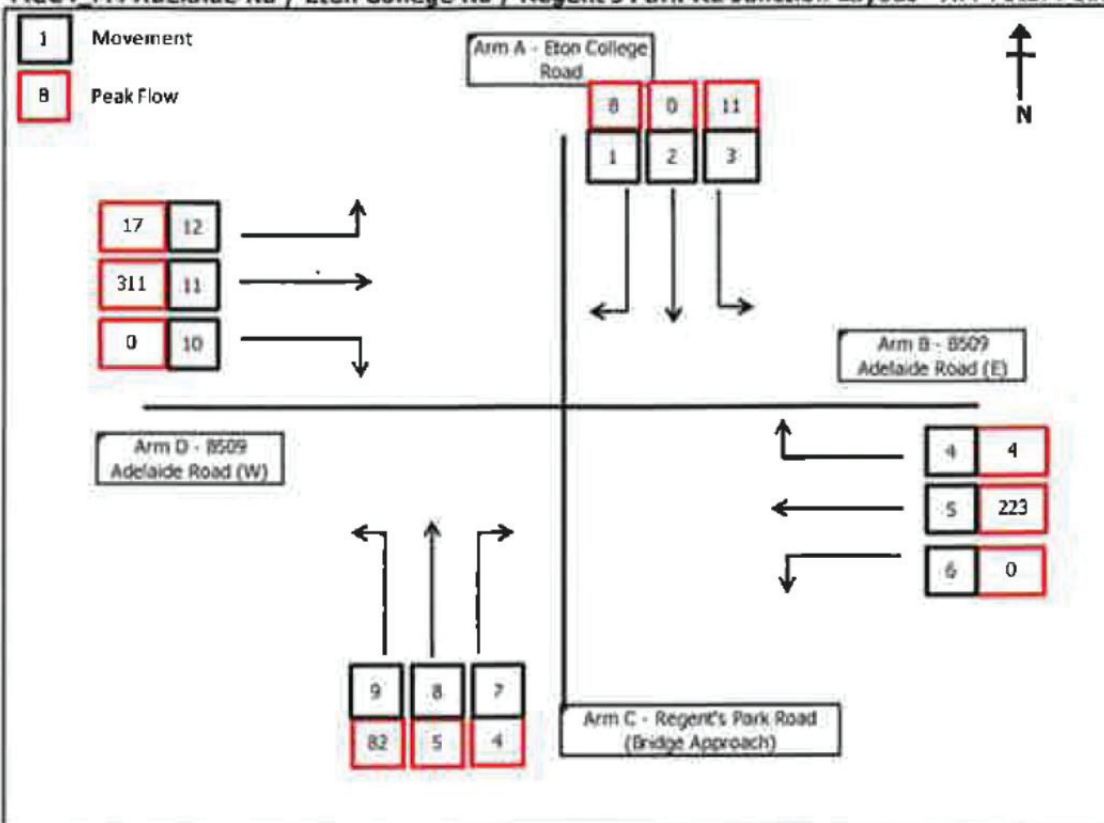
MCC4 M2 Adelaide Rd / Primrose Hill Rd Junction Layout - AM Total Peak Flows



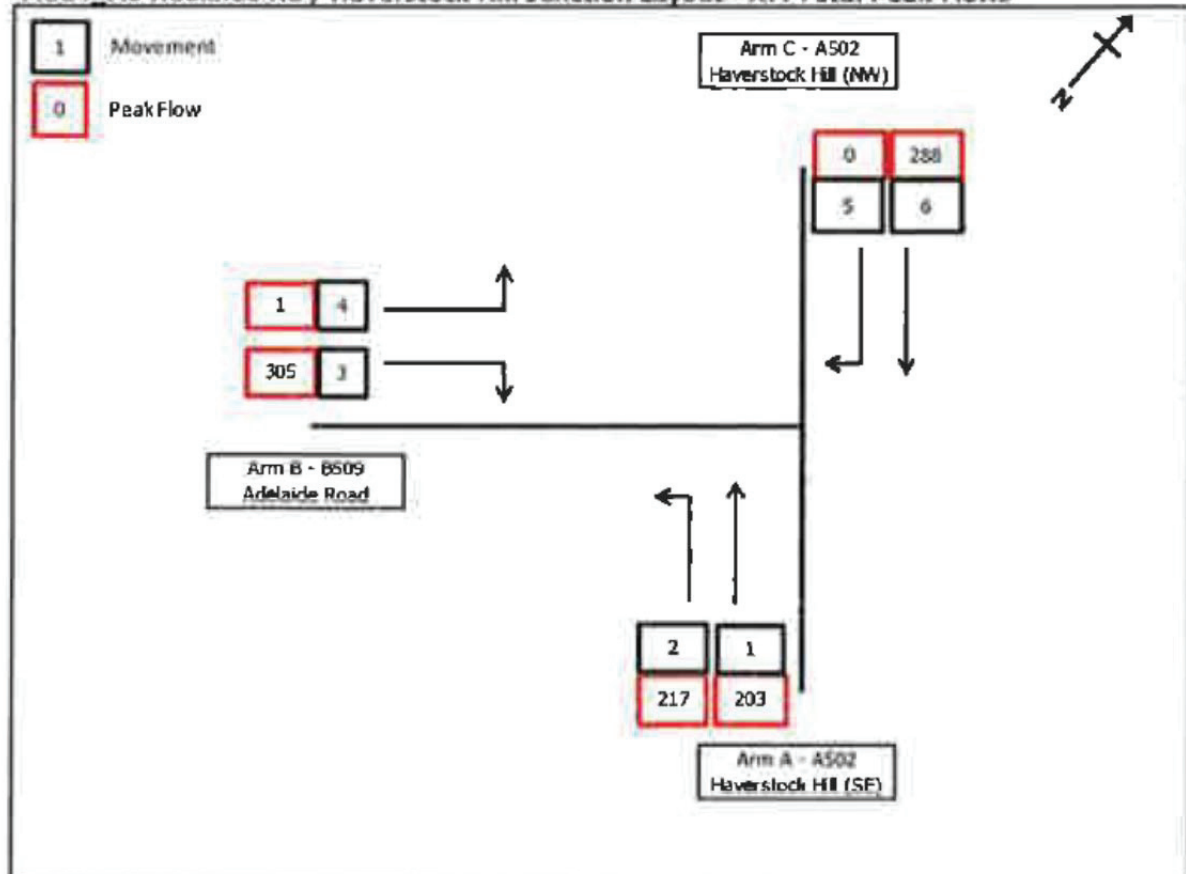
MCC4 M3 Adelaide Rd / Eton Rd / Fellows Rd Junction Layout - AM Total Peak Flows



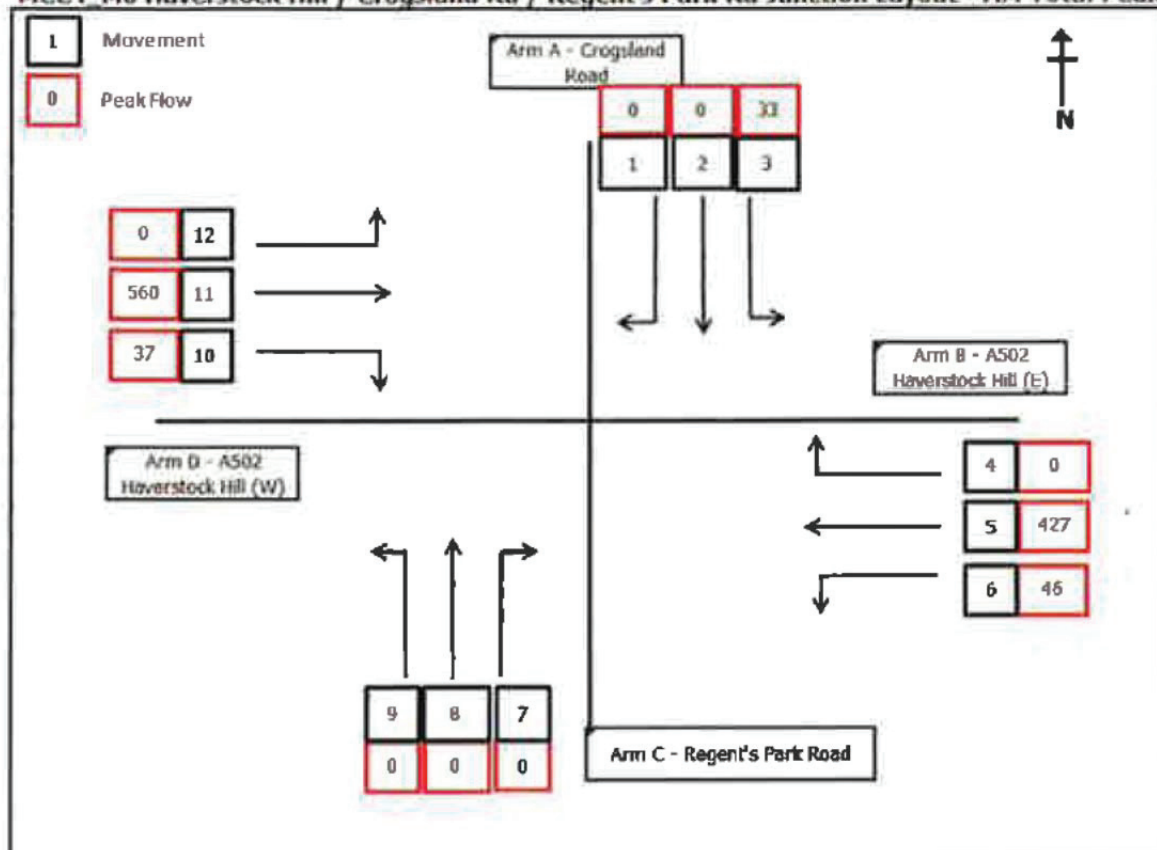
MCC4 M4 Adelaide Rd / Eton College Rd / Regent's Park Rd Junction Layout - AM Total Peak Flows



MCC4 M5 Adelaide Rd / Haverstock Hill Junction Layout - AM Total Peak Flows

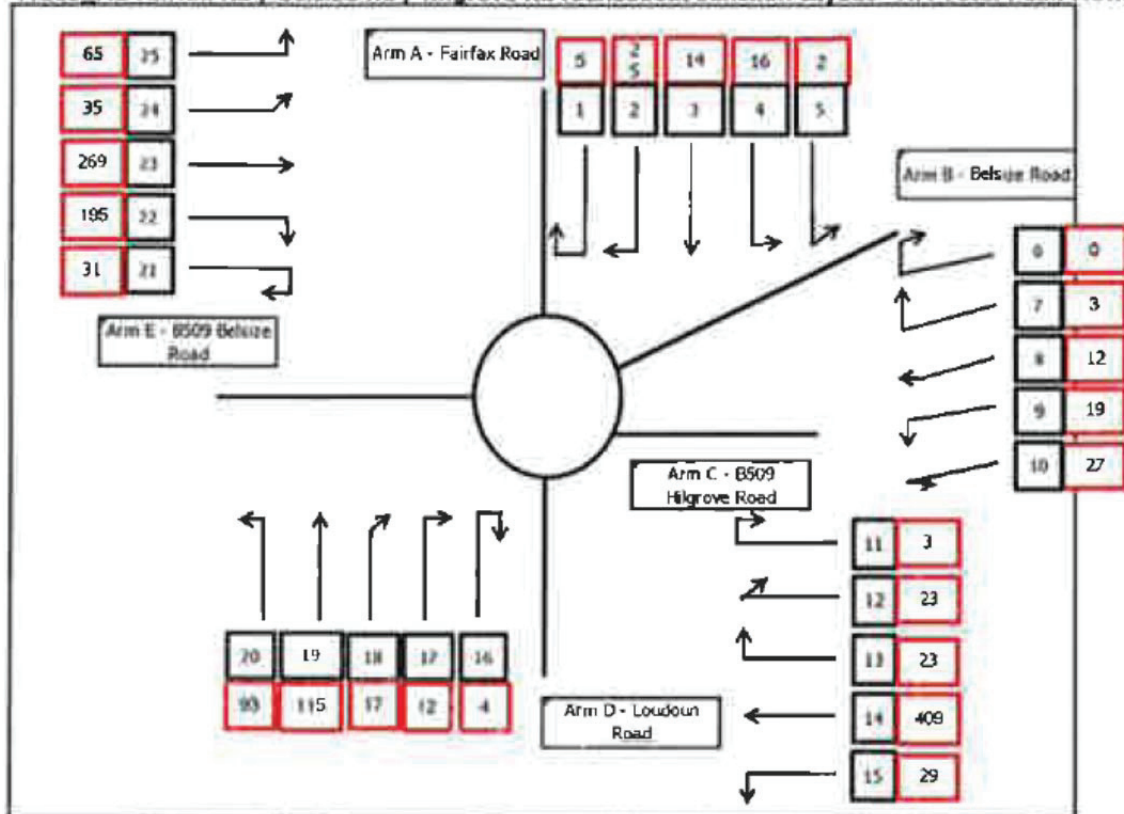


MCC4 M6 Haverstock Hill / Crogsland Rd / Regent's Park Rd Junction Layout - AM Total Peak Flows

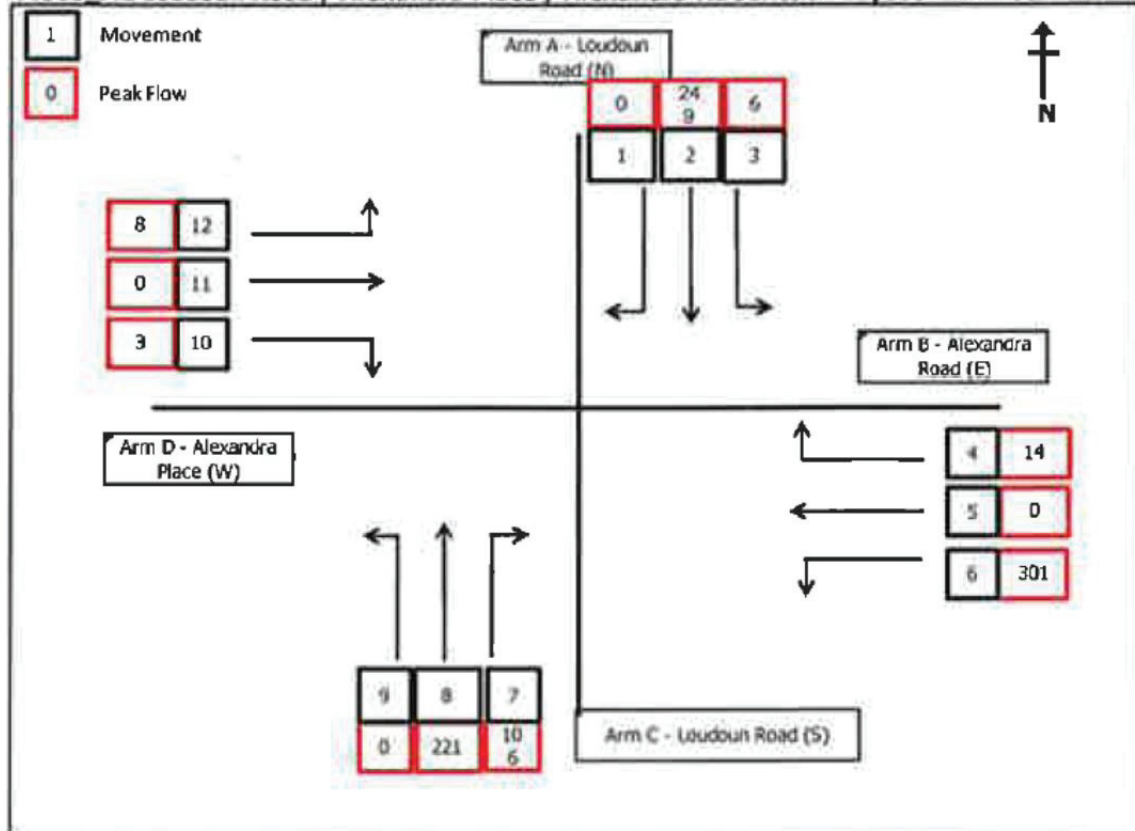


Appendix E.3 – MCC Sheet 5

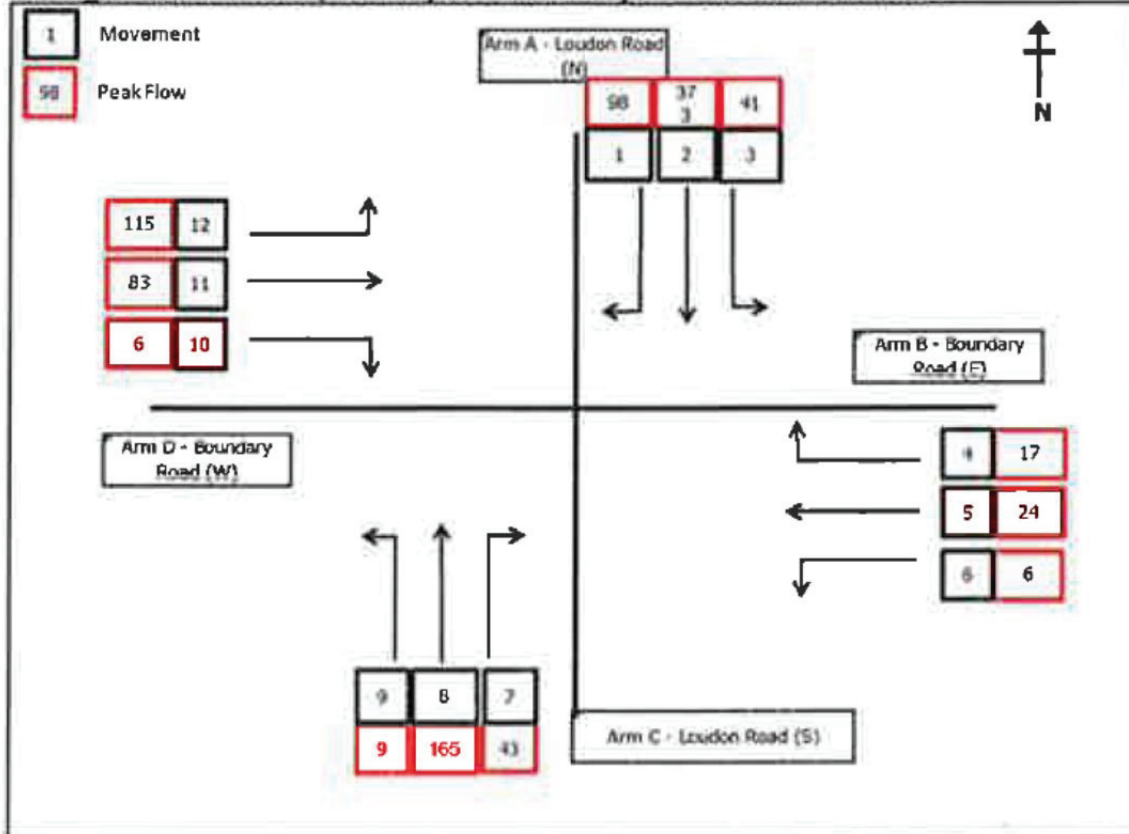
MCC5 M1 Fairfax Rd / Belsize Rd / Hilgrove Rd roundabout Junction Layout - AM Total Peak Flows



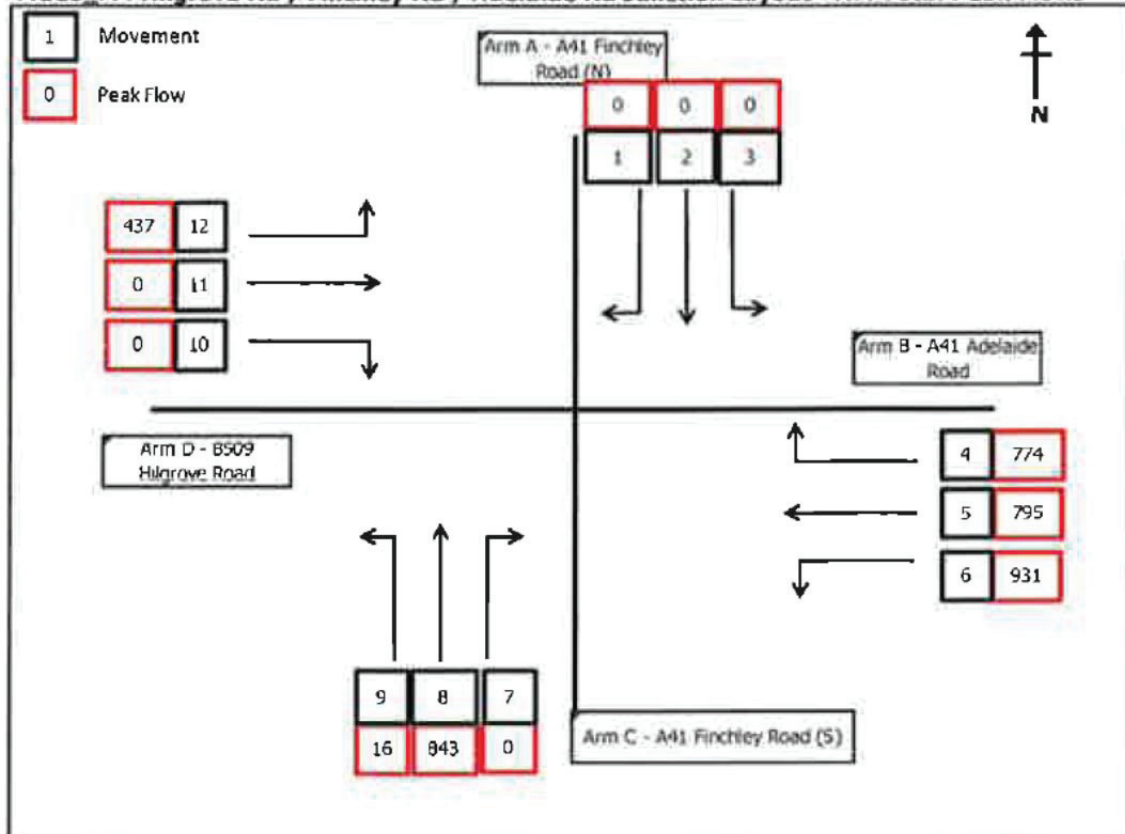
MCC5 M2 Loudoun Road / Alexandra Place / Alexandra Rd Junction Layout - AM Total Peak Flows



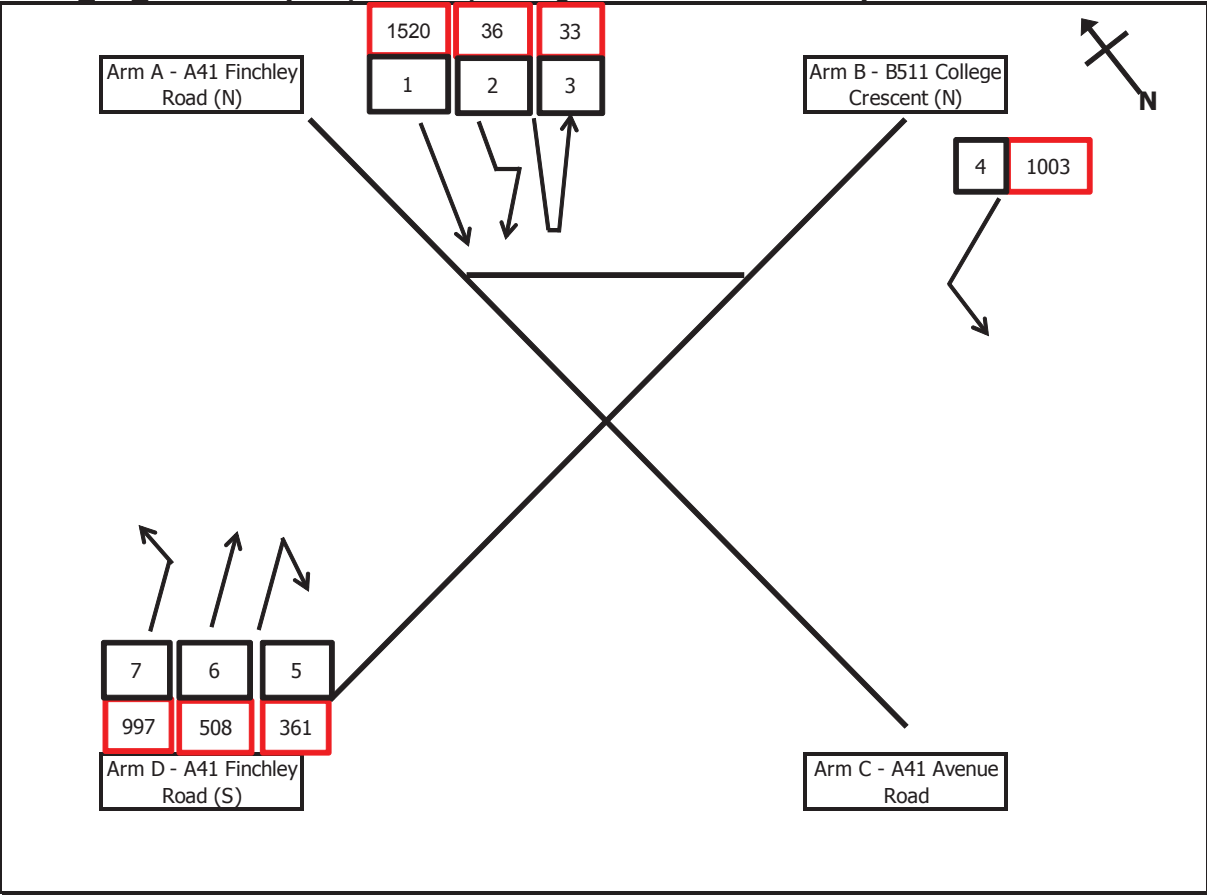
MCC5 M3 Loudoun Road / Boundry Rd Junction Layout - AM Total Peak Flows



MCC5 M4 Hilgrove Rd / Finchley Rd / Adelaide Rd Junction Layout - AM Total Peak Flows

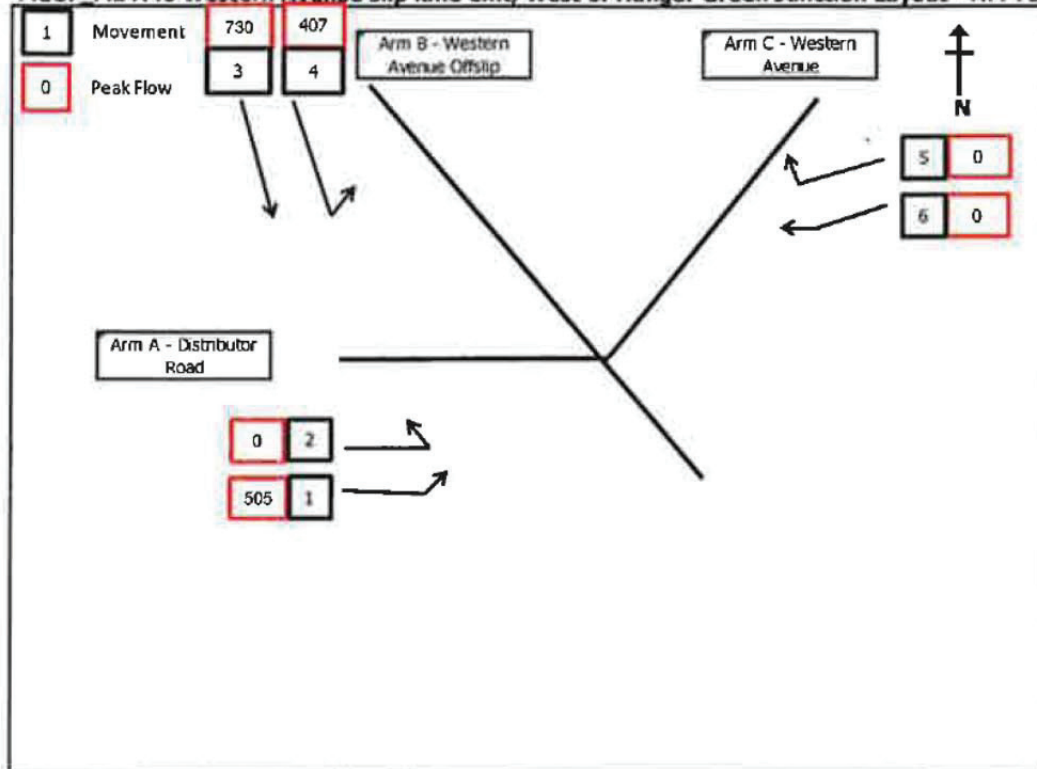


MCC5 M5 M6 Finchley Rd / Ave Rd / College Crescent Junction Layout - AM Total Peak Flows

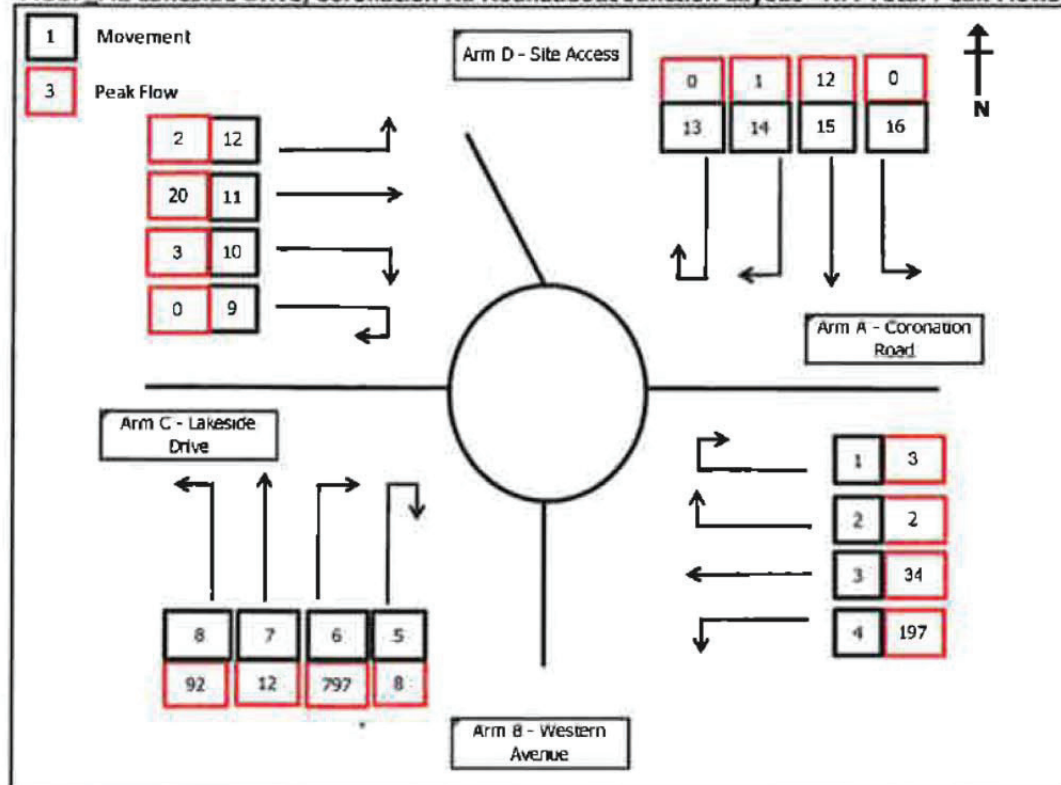


Appendix E.4 – MCC Sheet 7

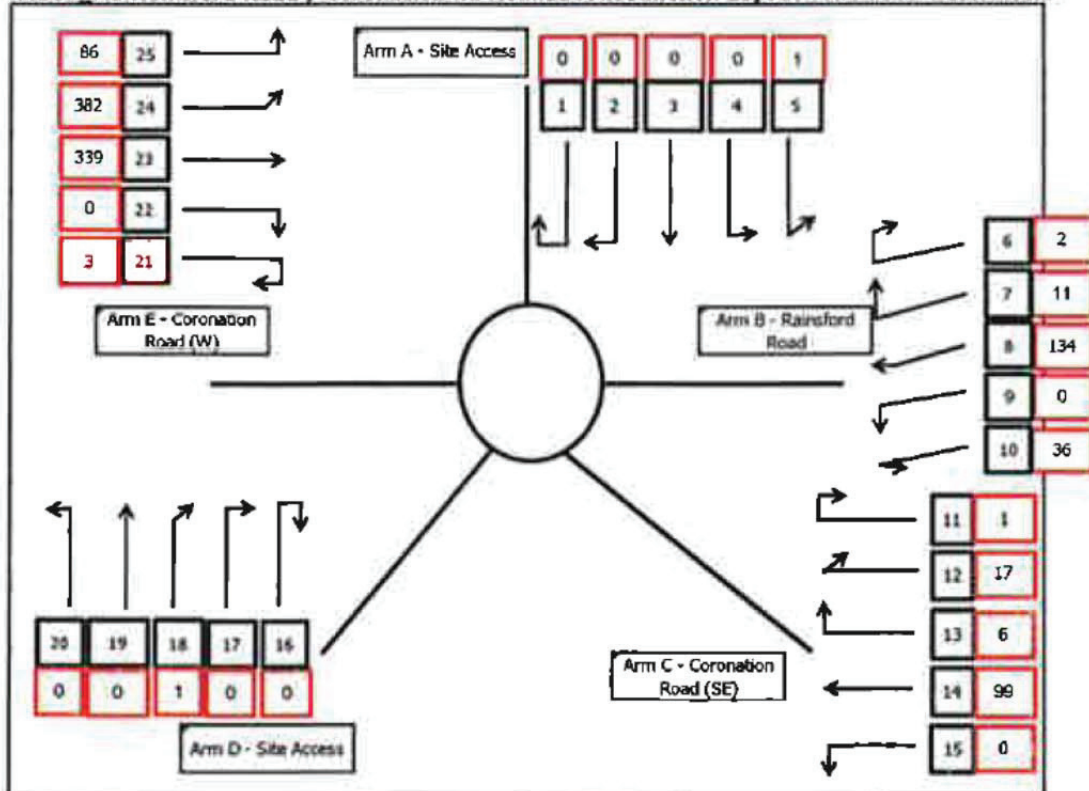
MCC7 M1 A40 Western Avenue slip lane exit, West of Hanger Green Junction Layout - AM Total Peak Flows



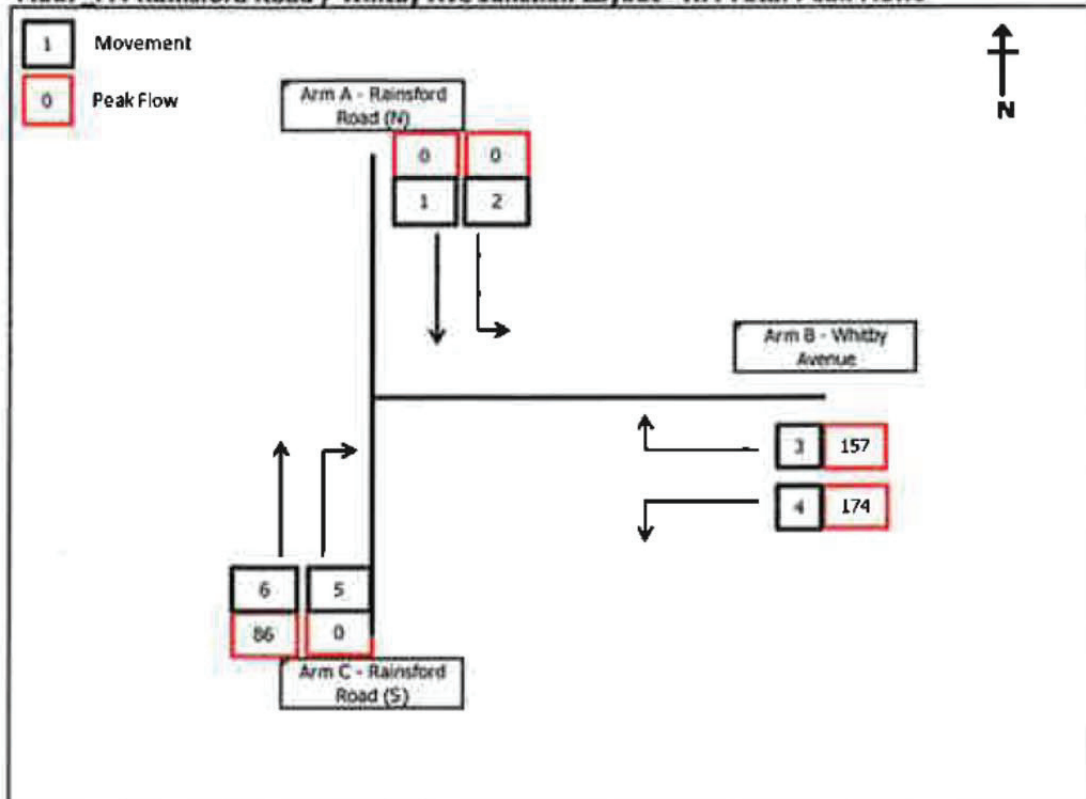
MCC7 M2 Lakeside Drive/Coronation Rd Roundabout Junction Layout - AM Total Peak Flows



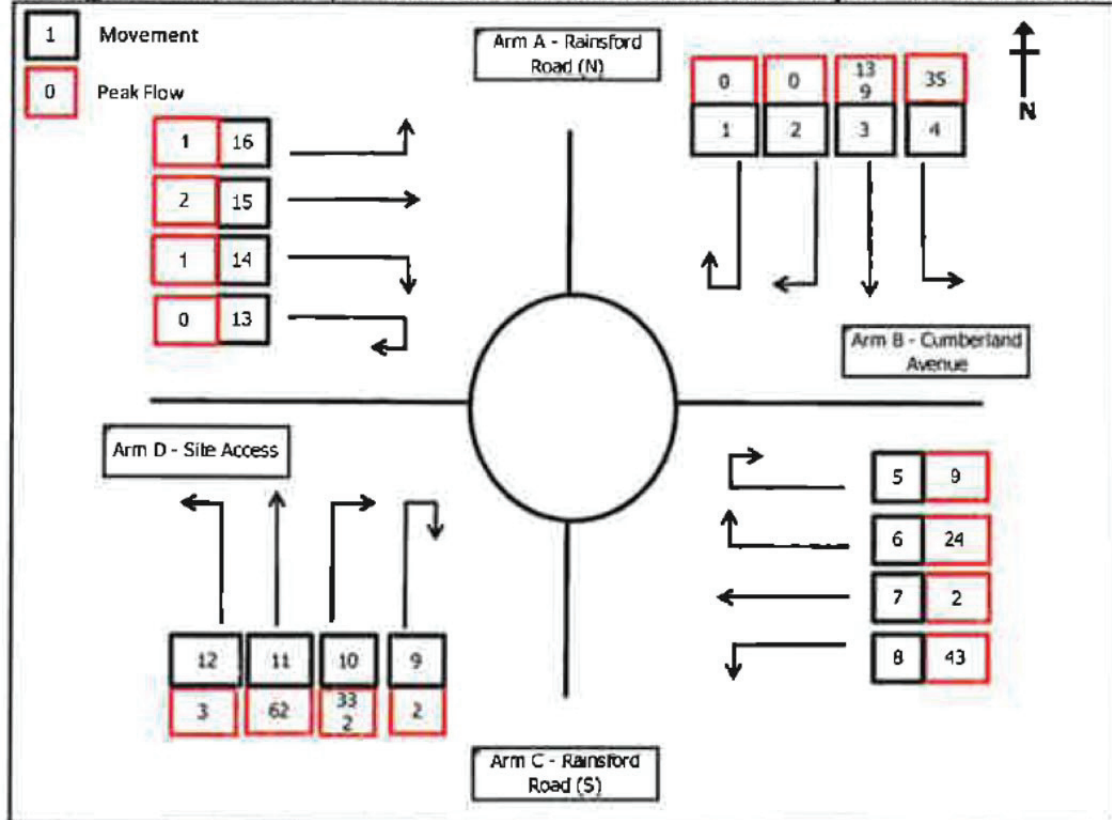
MCC7 M3 Rainsford Road / Coronation Rd Roundabout Junction Layout - AM Total Peak Flows



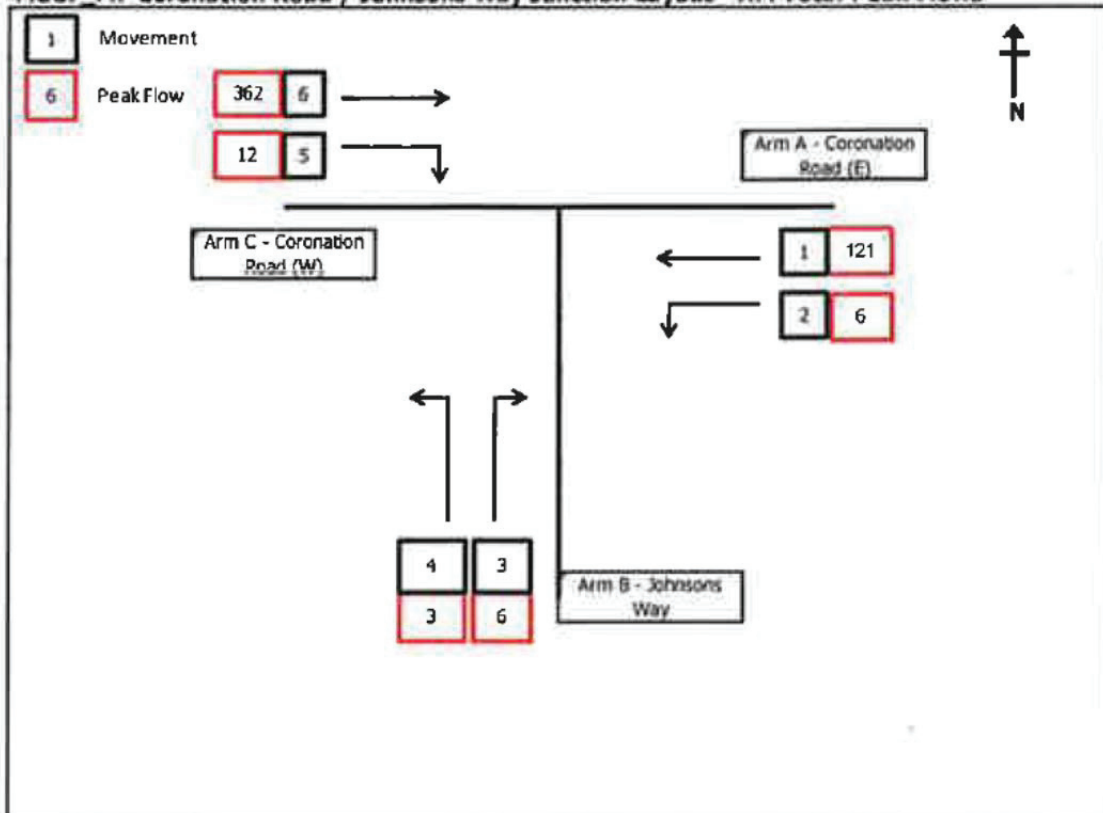
MCC7 M4 Rainsford Road / Whitby Ave Junction Layout - AM Total Peak Flows



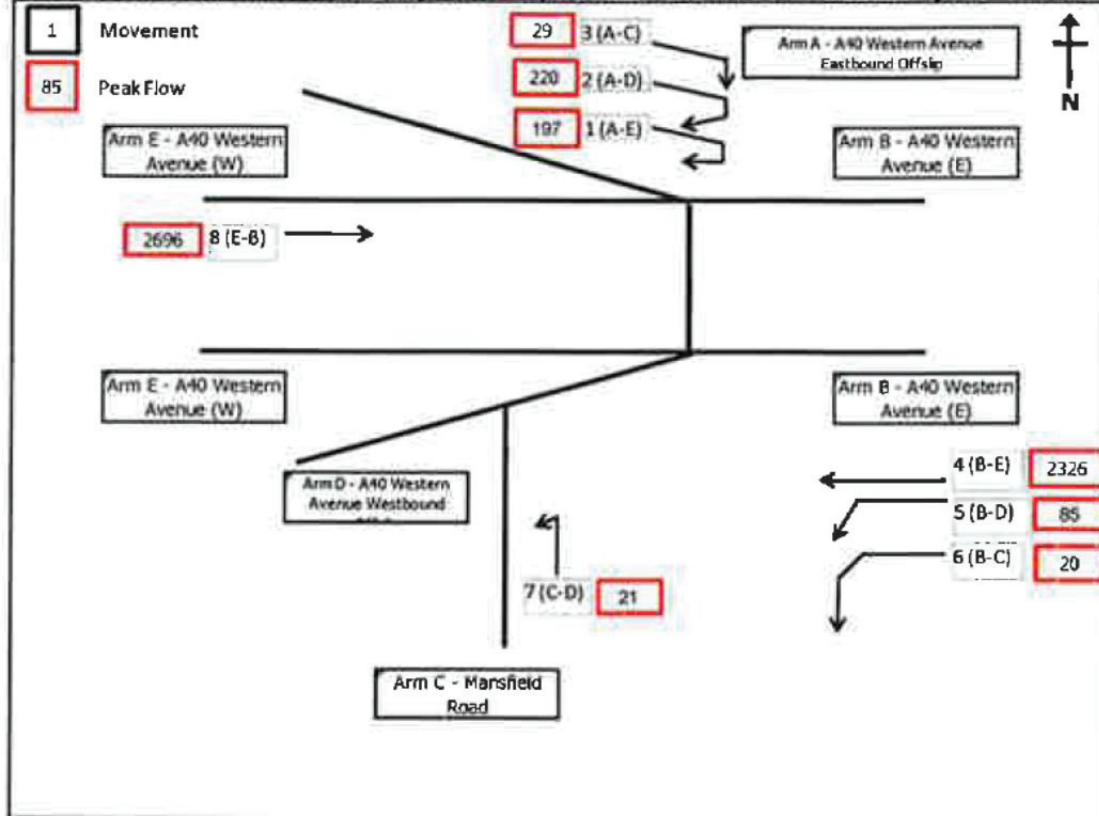
MCC7 M5 Rainsford Road / Cumberland Ave Roundabout Junction Layout - AM Total Peak Flows



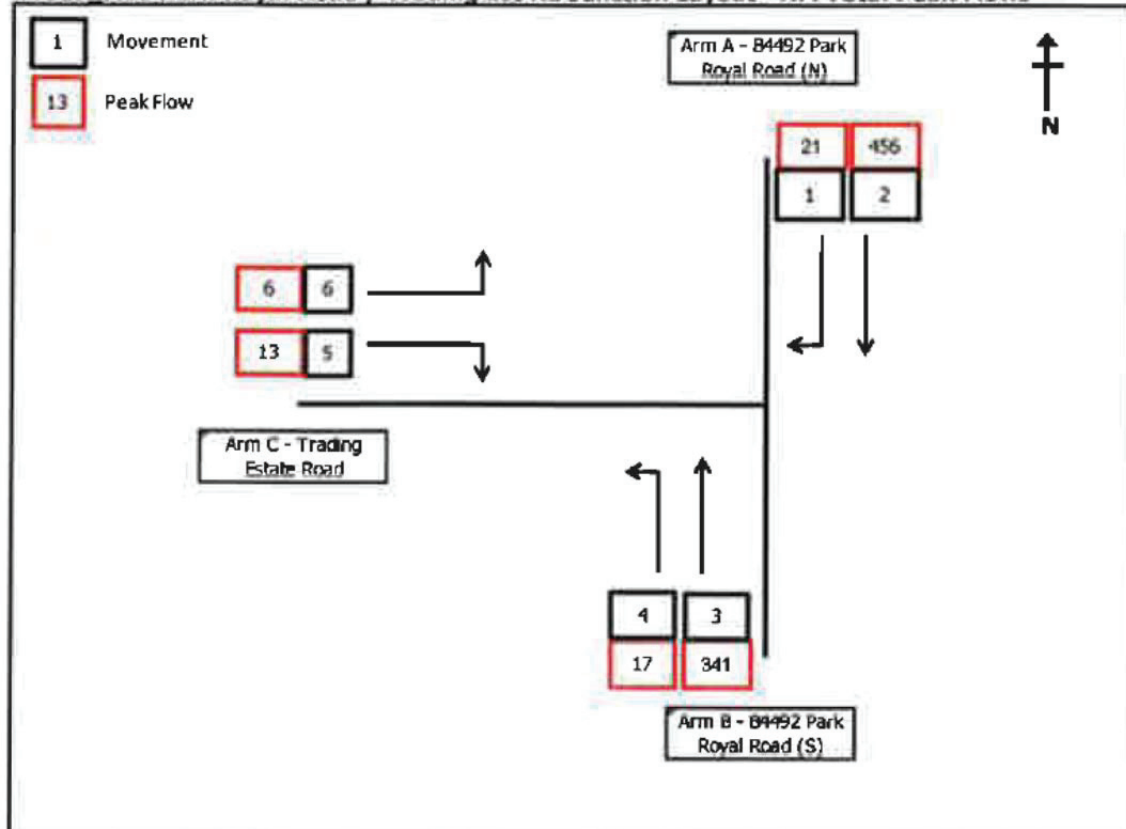
MCC7 M7 Coronation Road / Johnsons Way Junction Layout - AM Total Peak Flows



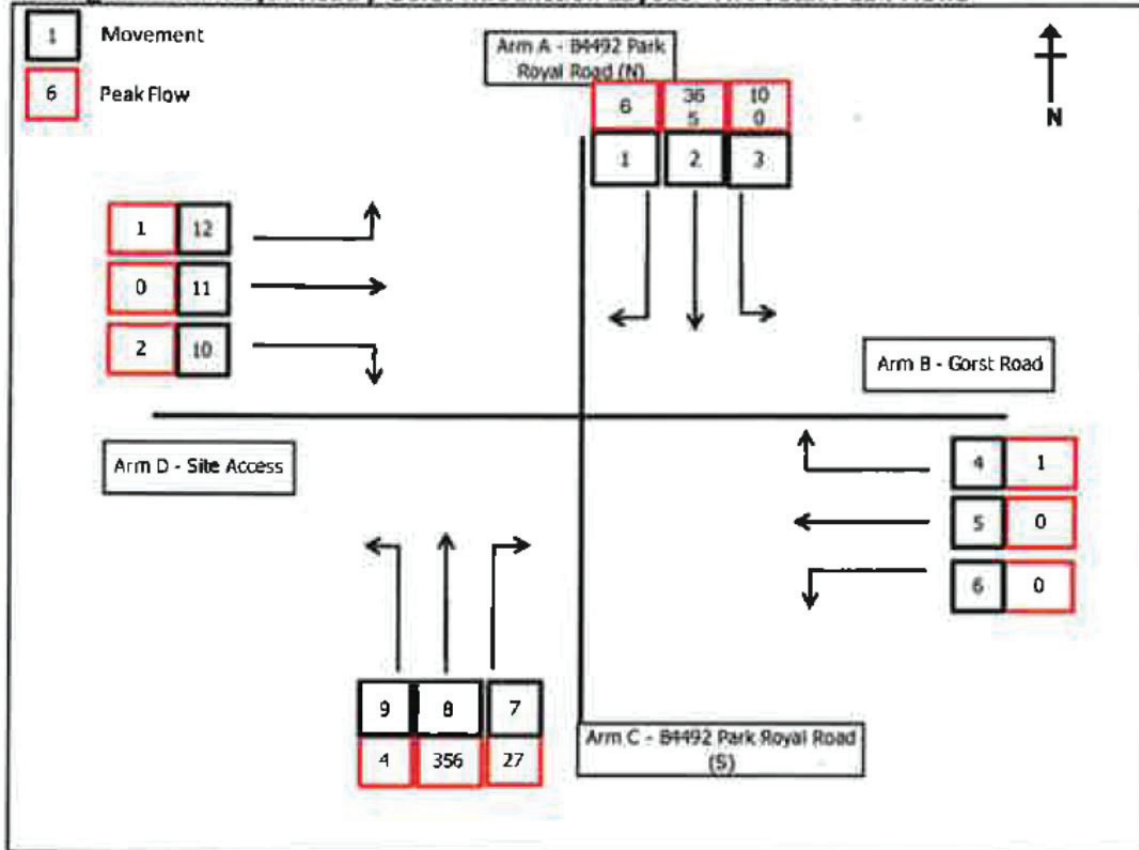
MCC7 M9 A40 Western Avenue slip lane exit, near Mansfield Road Junction Layout - AM Total Peak Flows



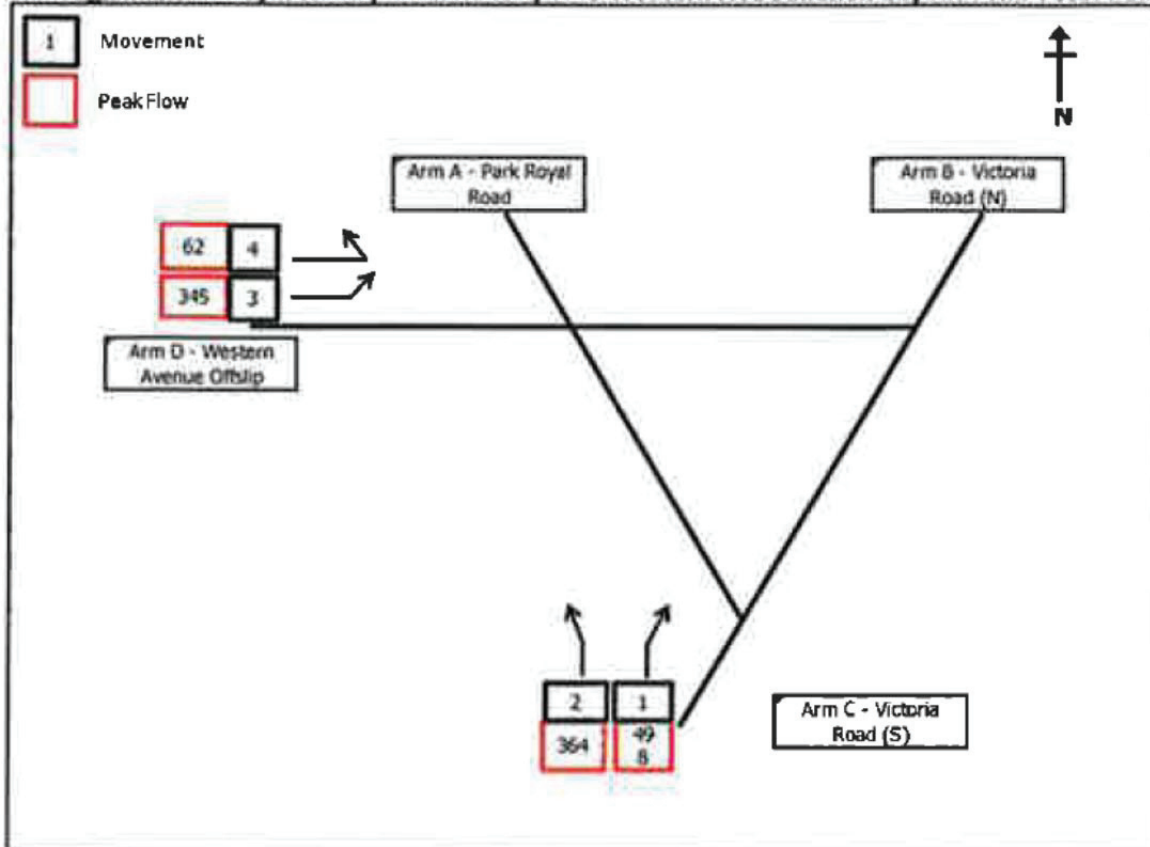
MCC7 M10 Park Royal Road / Trading Est Rd Junction Layout - AM Total Peak Flows



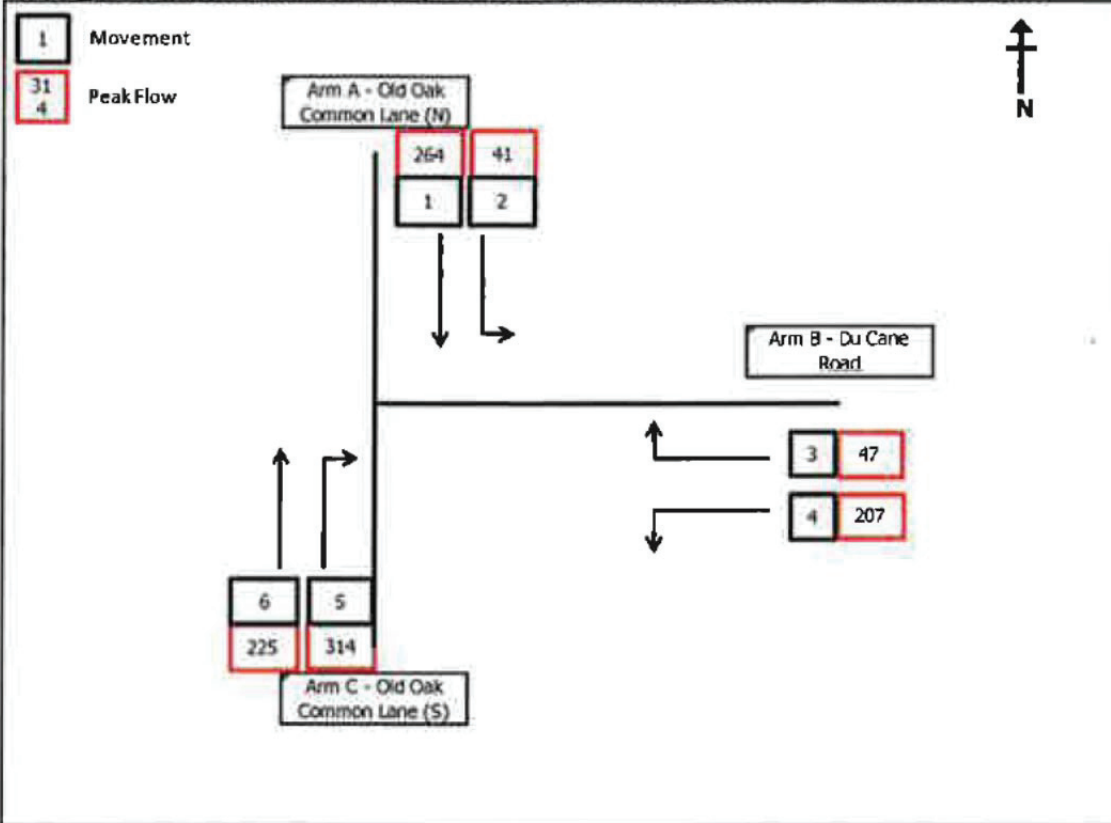
MCC7 M11 Park Royal Road / Gorst Rd Junction Layout - AM Total Peak Flows



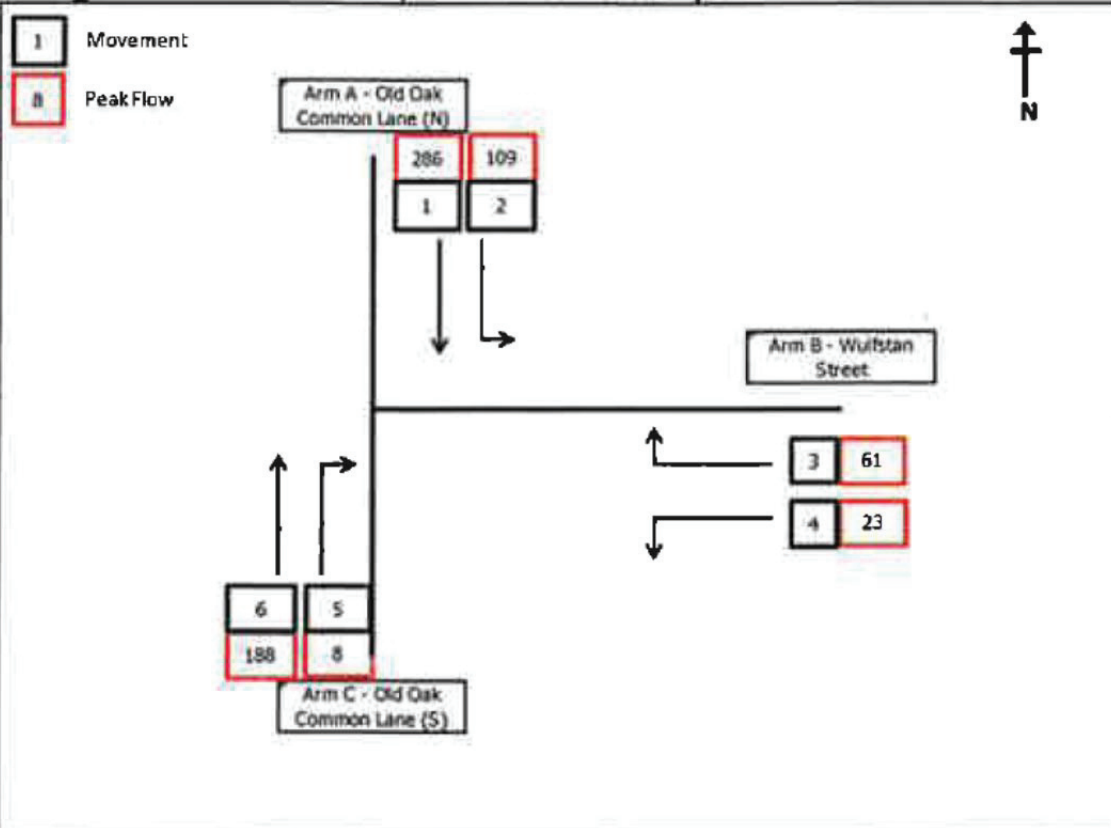
MCC7 M12 Park Royal Road / Victoria Rd / A40 Western Ave Junction Layout - AM Total Peak Flows



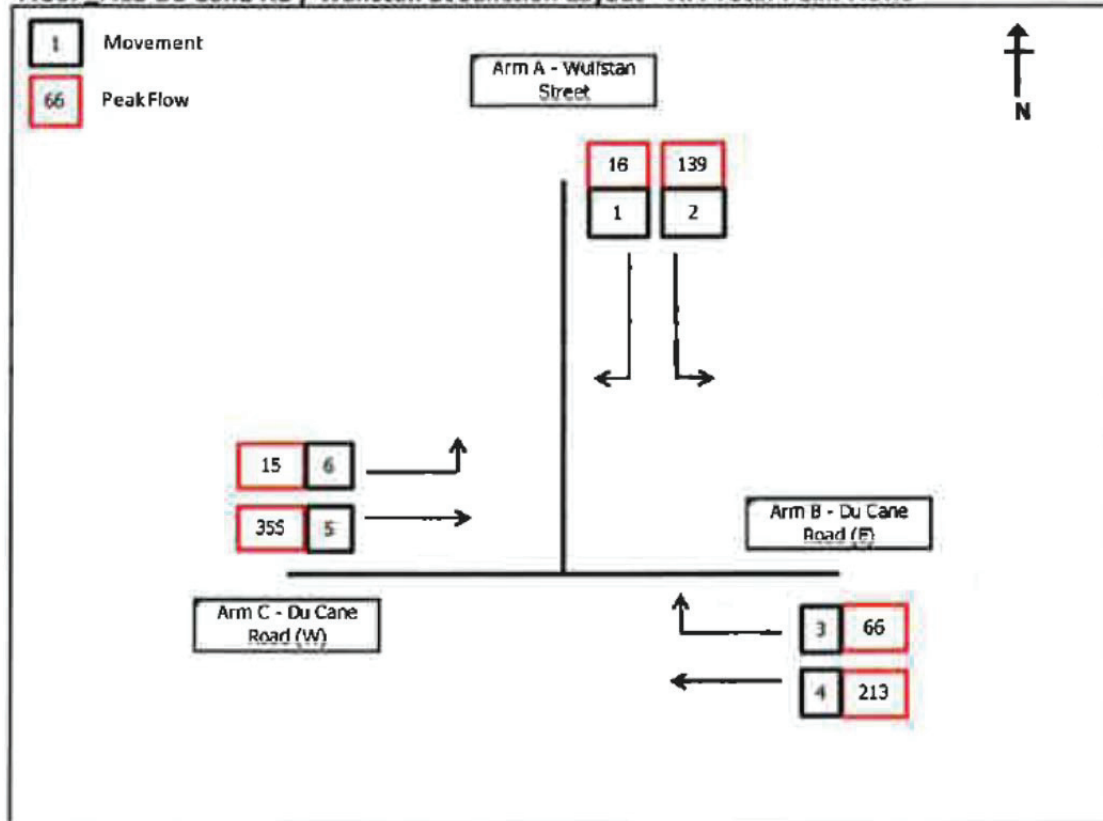
MCC7 M13 Old Oak Common Lane / Du Cane Rd Junction Layout - AM Total Peak Flows



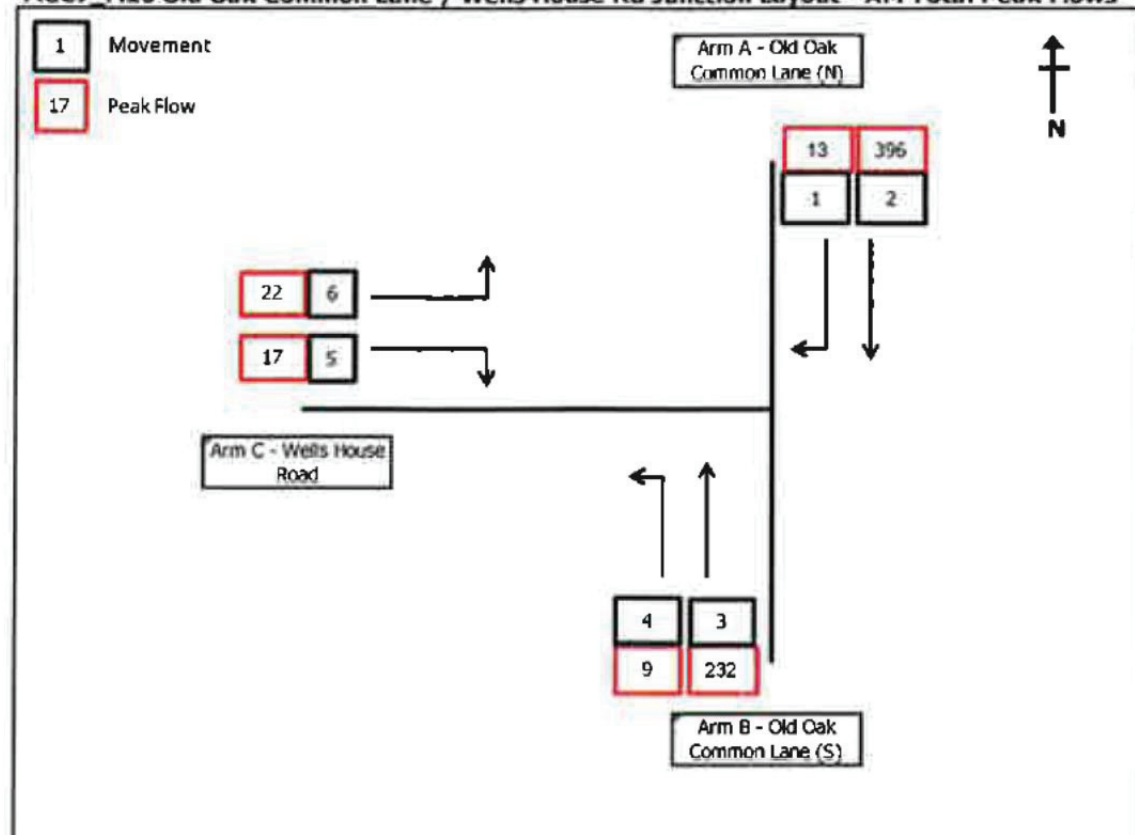
MCC7 14 Old Oak Common Lane / Wulfstan St Junction Layout - AM Total Peak Flows



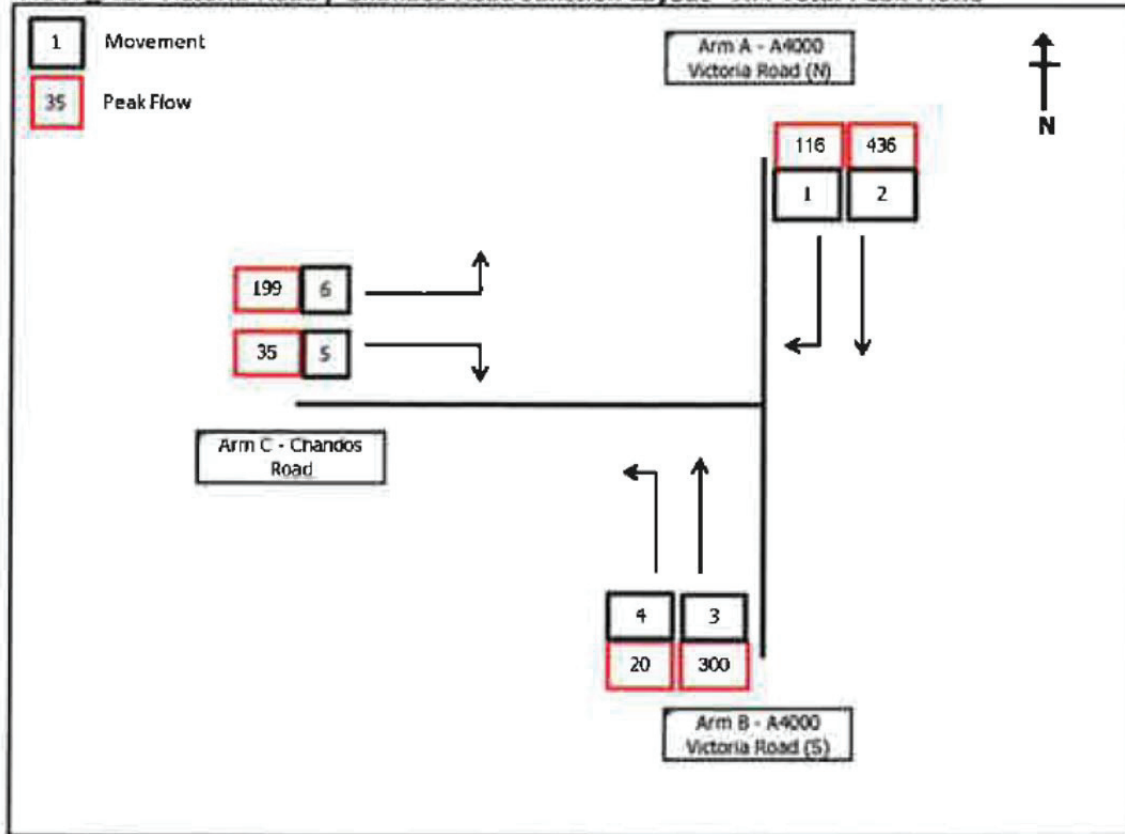
MCC7 M15 Du Cane Rd / Wulfstan St Junction Layout - AM Total Peak Flows



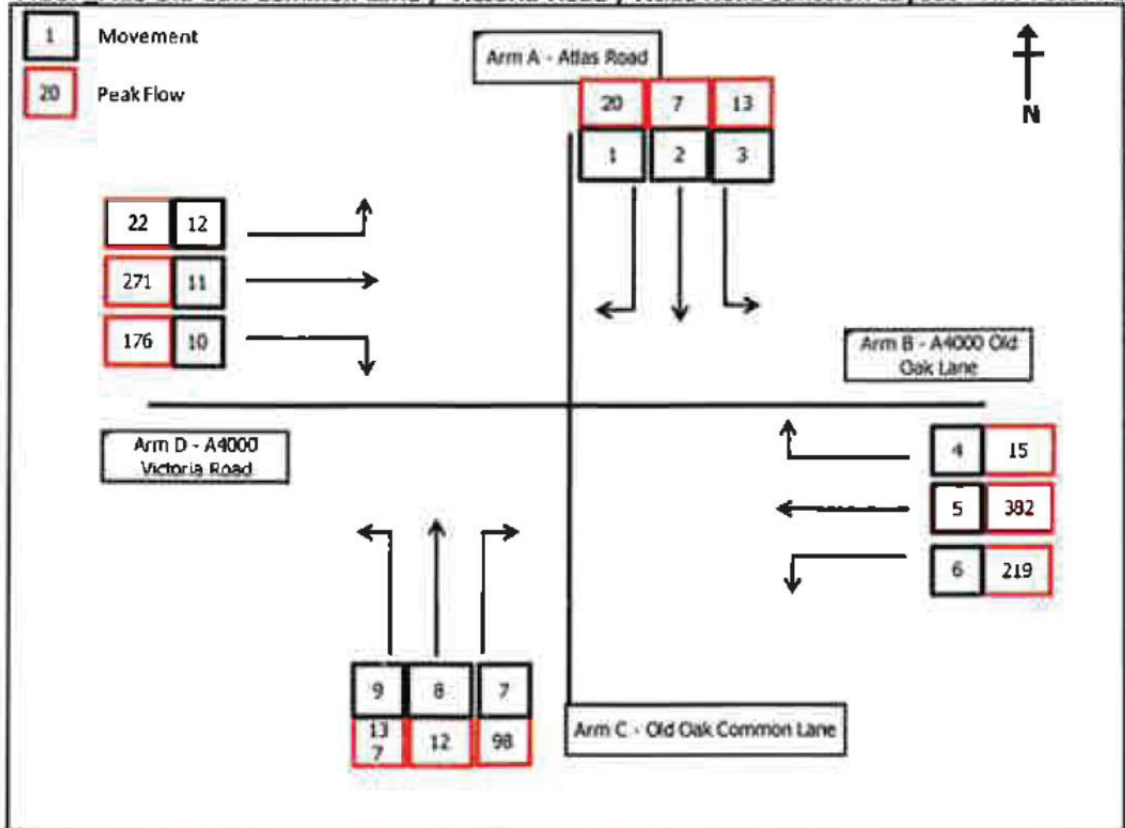
MCC7 M16 Old Oak Common Lane / Wells House Rd Junction Layout - AM Total Peak Flows



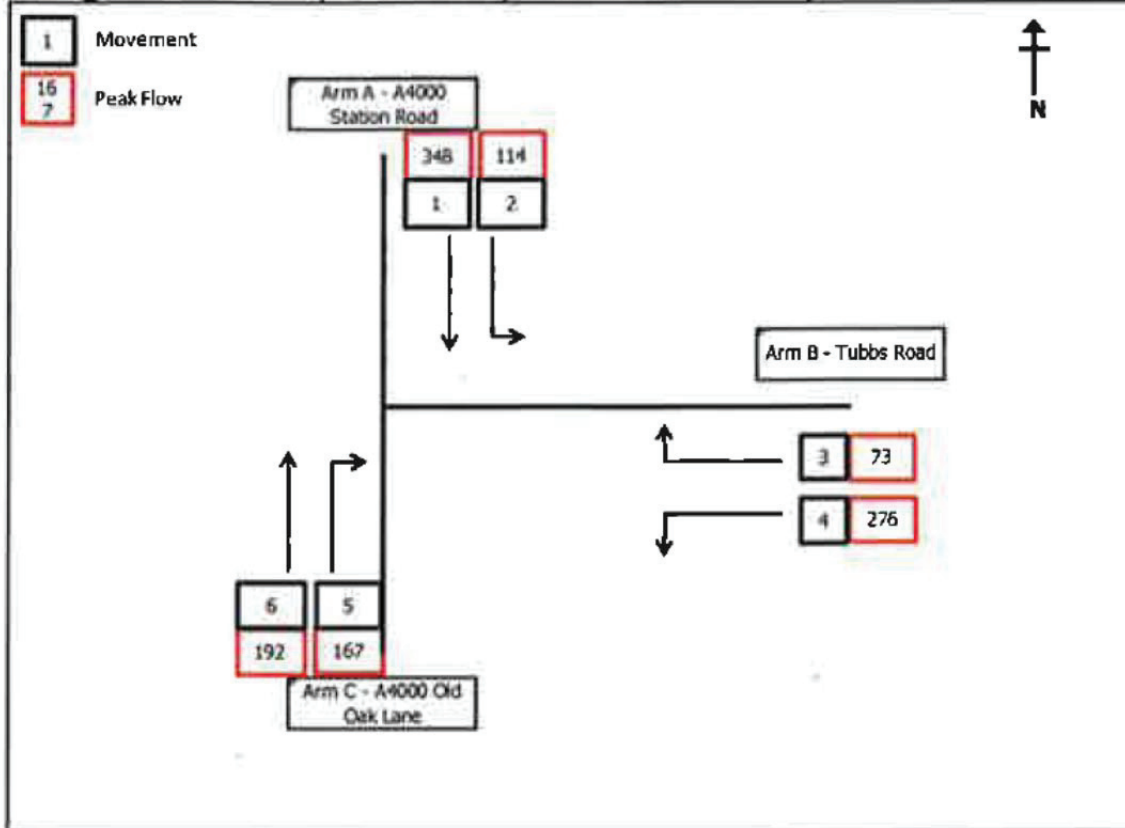
MCC7 M17 Victoria Road / Chandos Road Junction Layout - AM Total Peak Flows



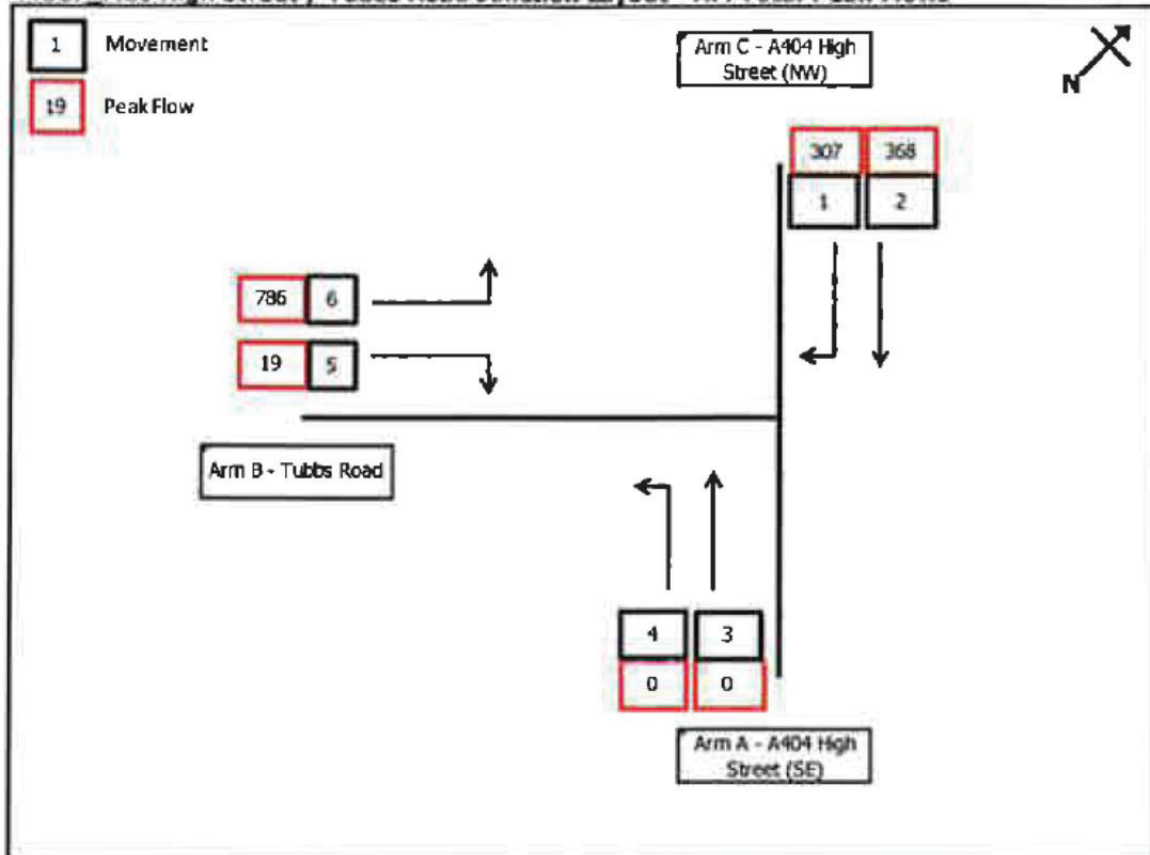
MCC7 M18 Old Oak Common Lane / Victoria Road / Atlas Road Junction Layout - AM Total Peak Flows



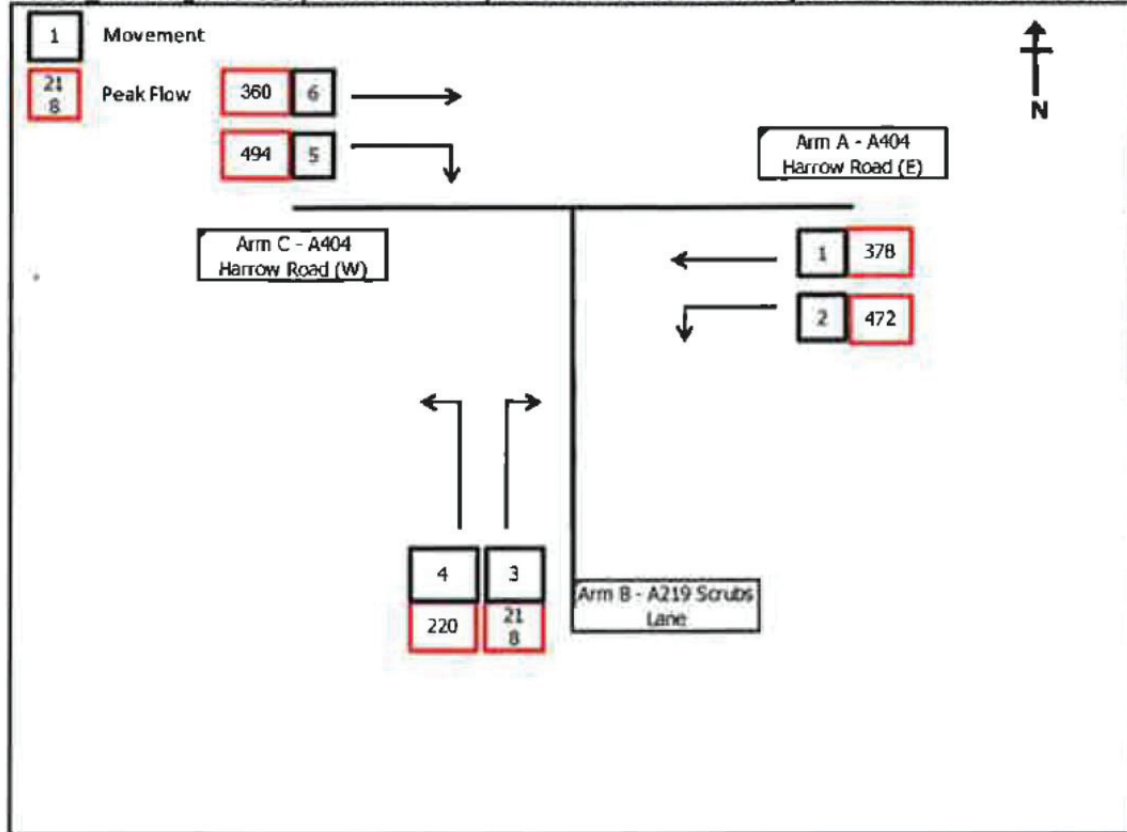
MCC7 M19 Old Oak Lane / Station Road / Tubbs Road Junction Layout - AM Total Peak Flows



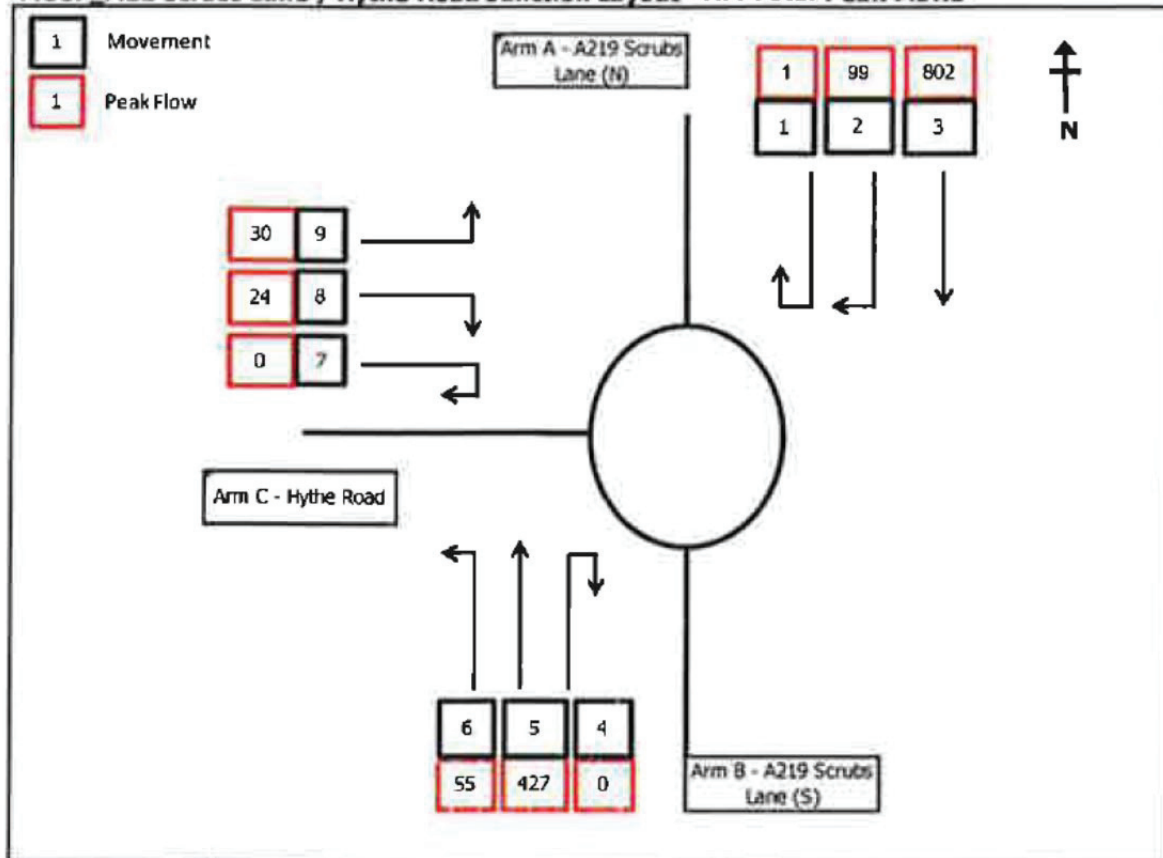
MCC7 M20 High Street / Tubbs Road Junction Layout - AM Total Peak Flows



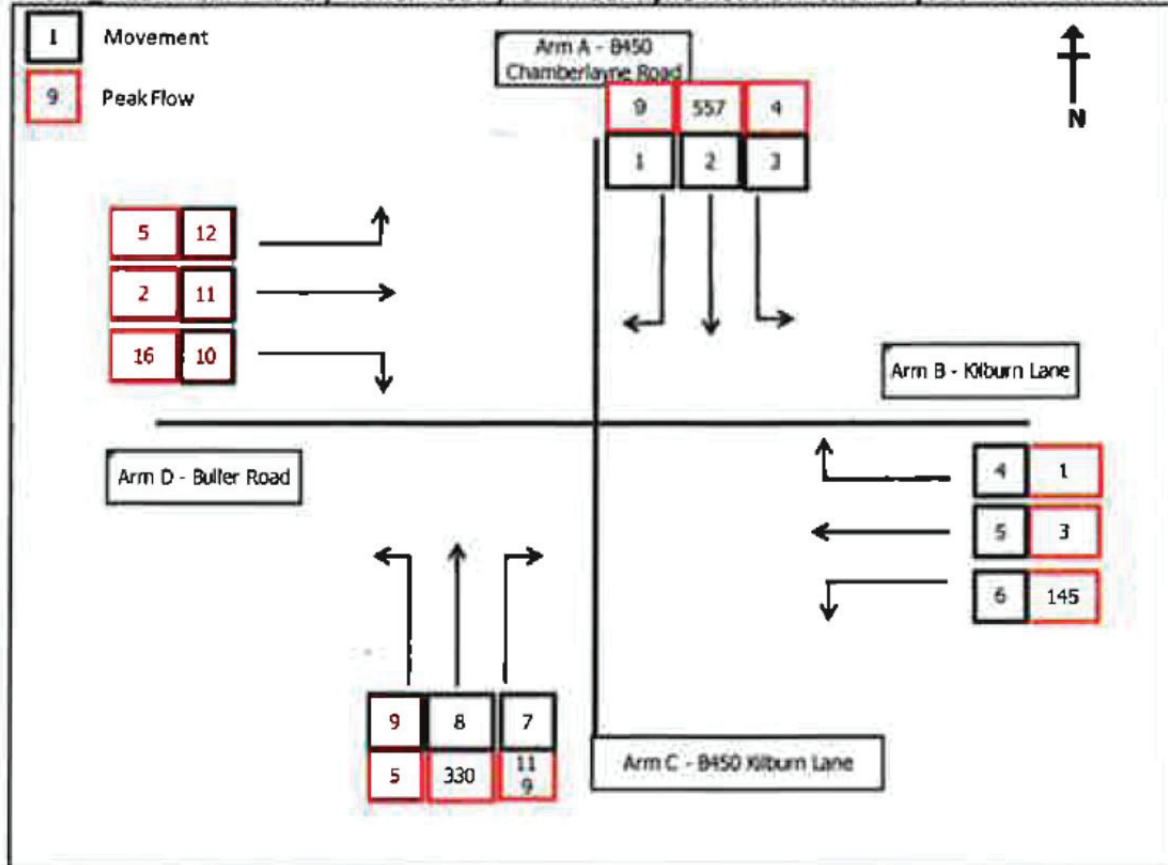
MCC7 M21 High Street / Harrow Road / Scrubs Lane Junction Layout - AM Total Peak Flows



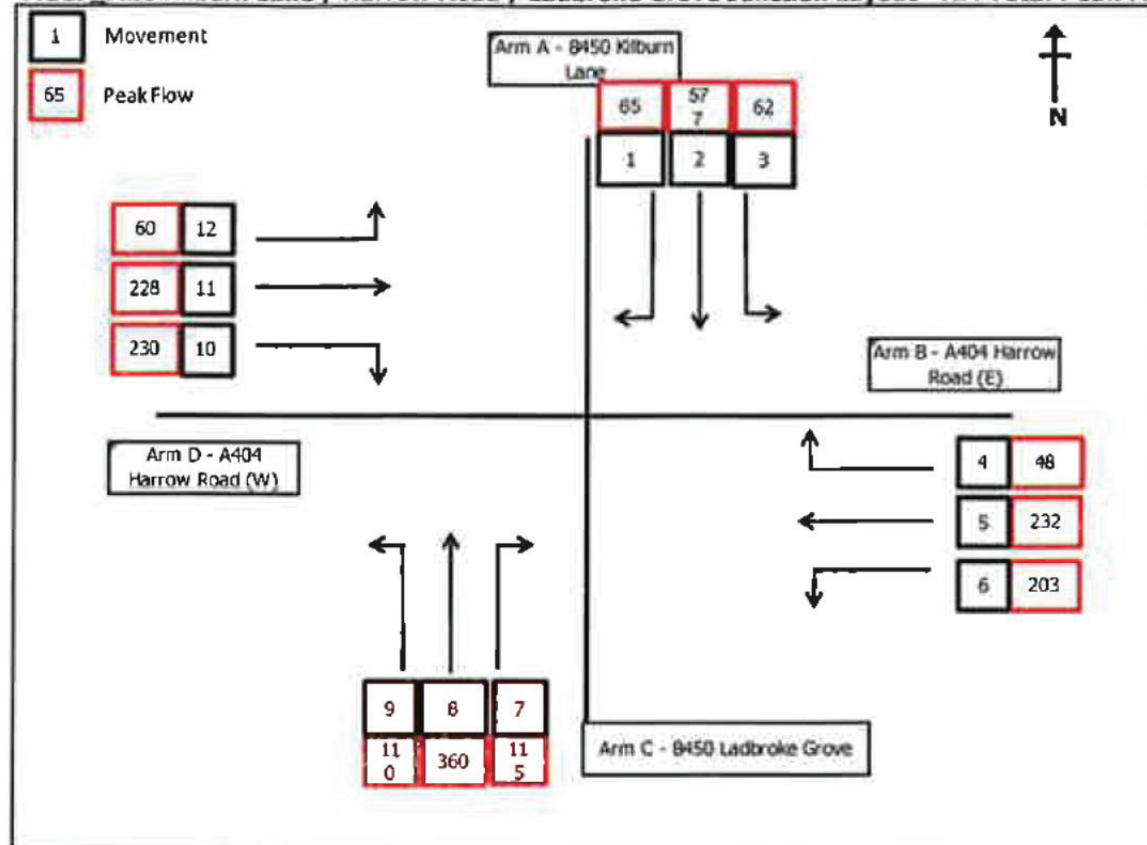
MCC7 M22 Scrubs Lane / Hythe Road Junction Layout - AM Total Peak Flows



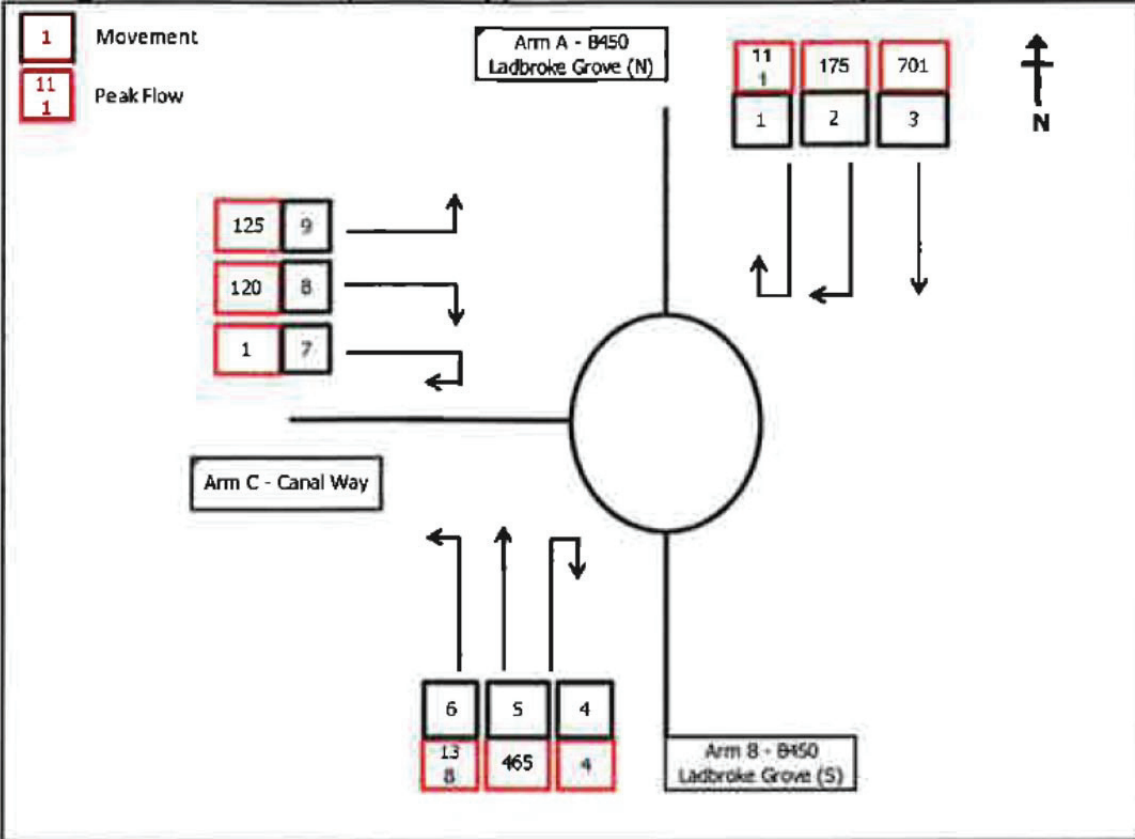
MCC7 M25 Kilburn Lane / Buller Road / Chamberlayne Road Junction Layout - AM Total Peak Flows



MCC7 M26 Kilburn Lane / Harrow Road / Ladbroke Grove Junction Layout - AM Total Peak Flows

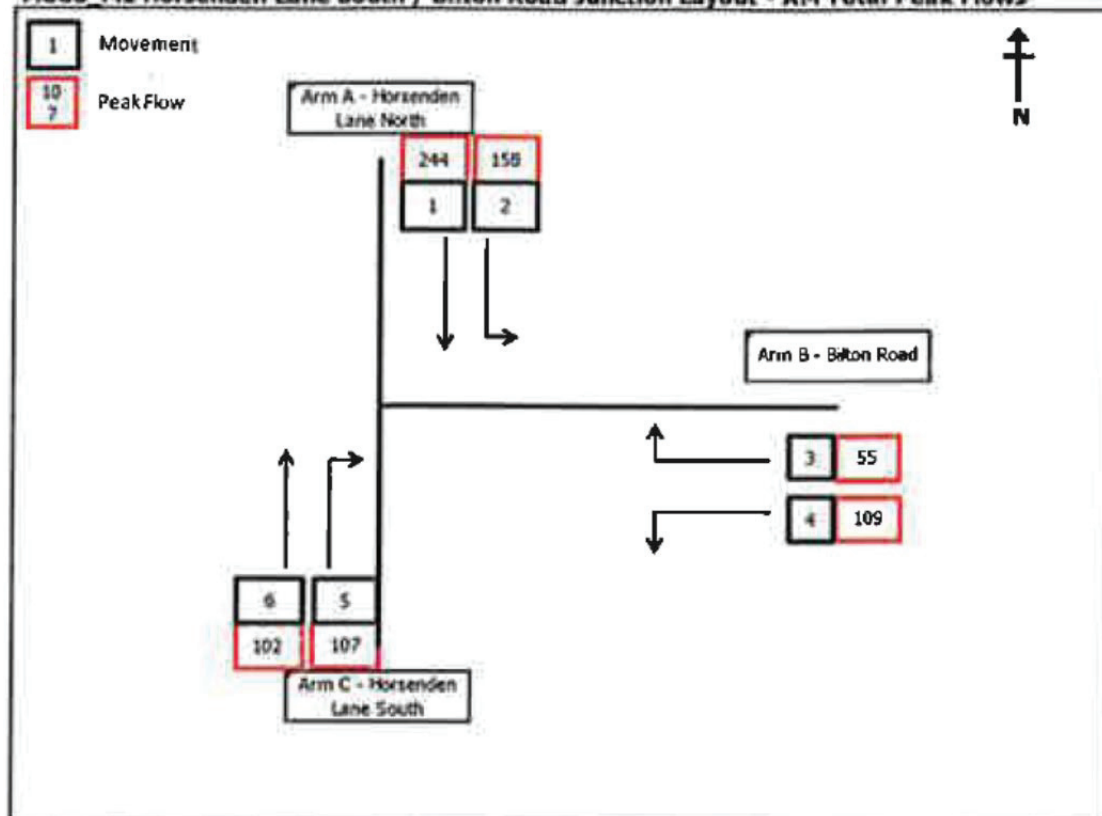


MCC7 M27 Ladbroke Grove / Canal Way / Ladbroke Grove Junction Layout - AM Total Peak Flows

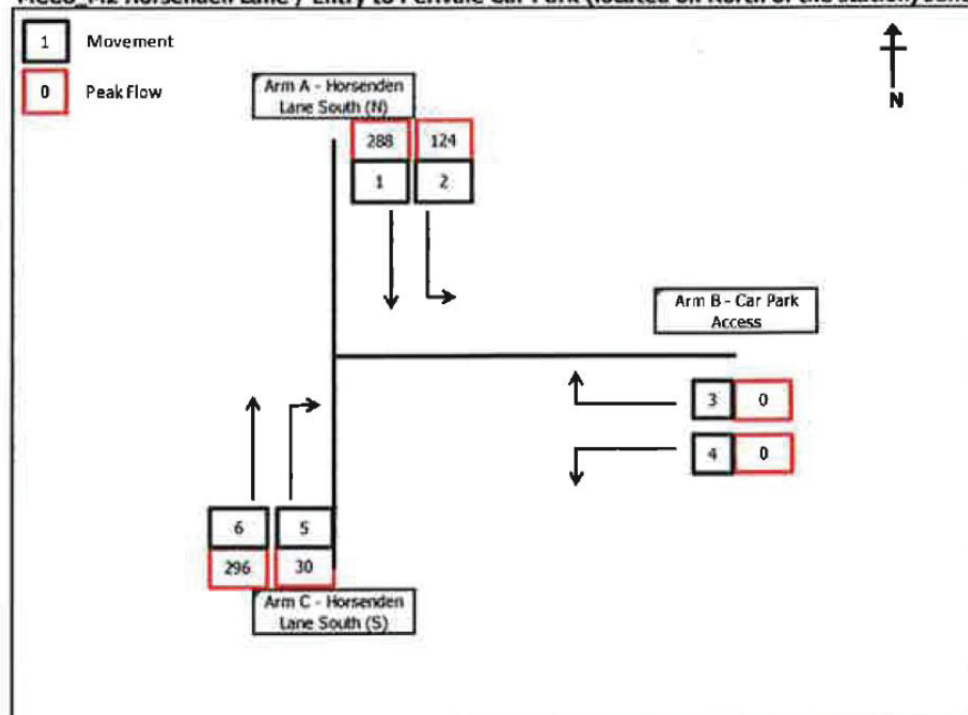


Appendix E.5 – MCC Sheet 8

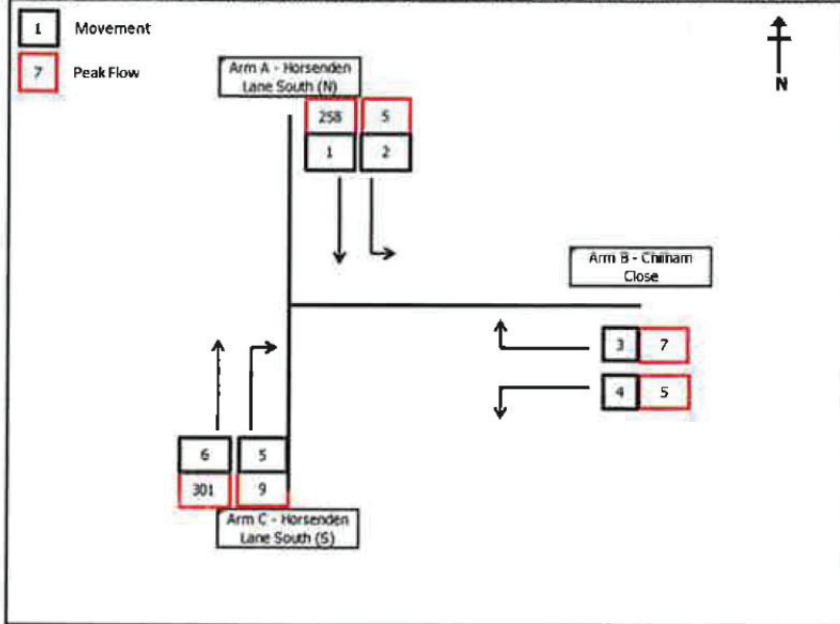
MCC8_M1 Horsenden Lane South / Bilton Road Junction Layout - AM Total Peak Flows



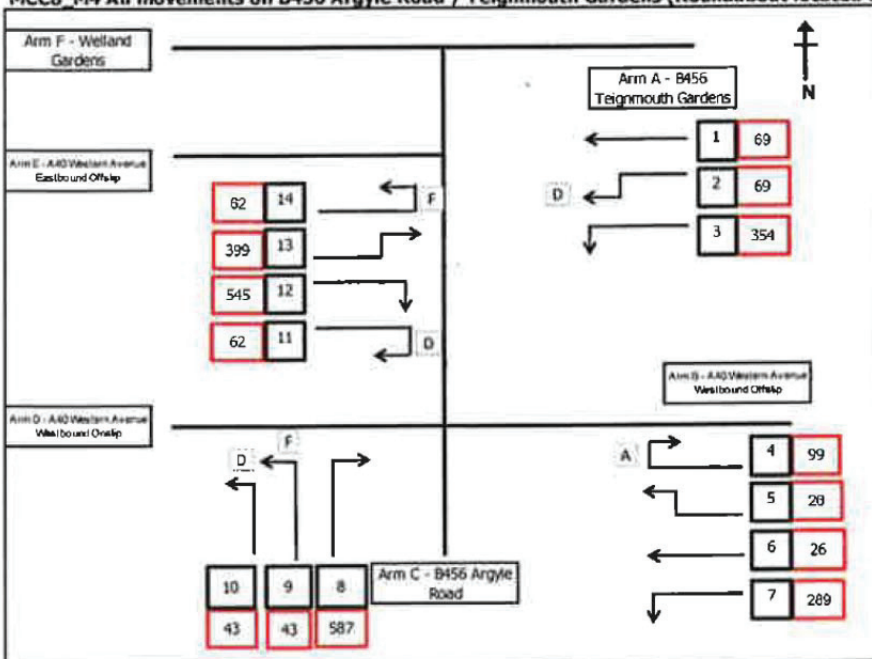
MCC8_M2 Horsenden Lane / Entry to Perivale Car Park (located on North of the station) Junction Layout - AM Total Peak Flows



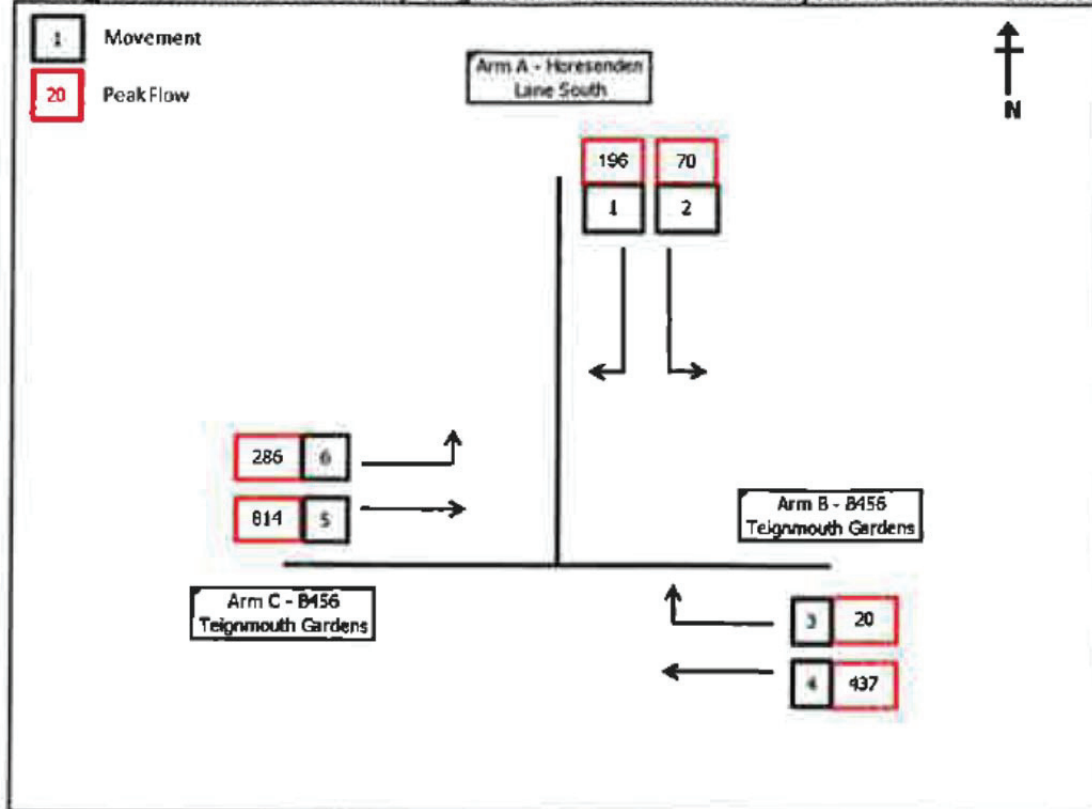
MCC8 M3 Horsenden Lane / Chilham Close (Access to Perivale Car Park located on South of the station) Junction Layout - AM Total Peak Flows



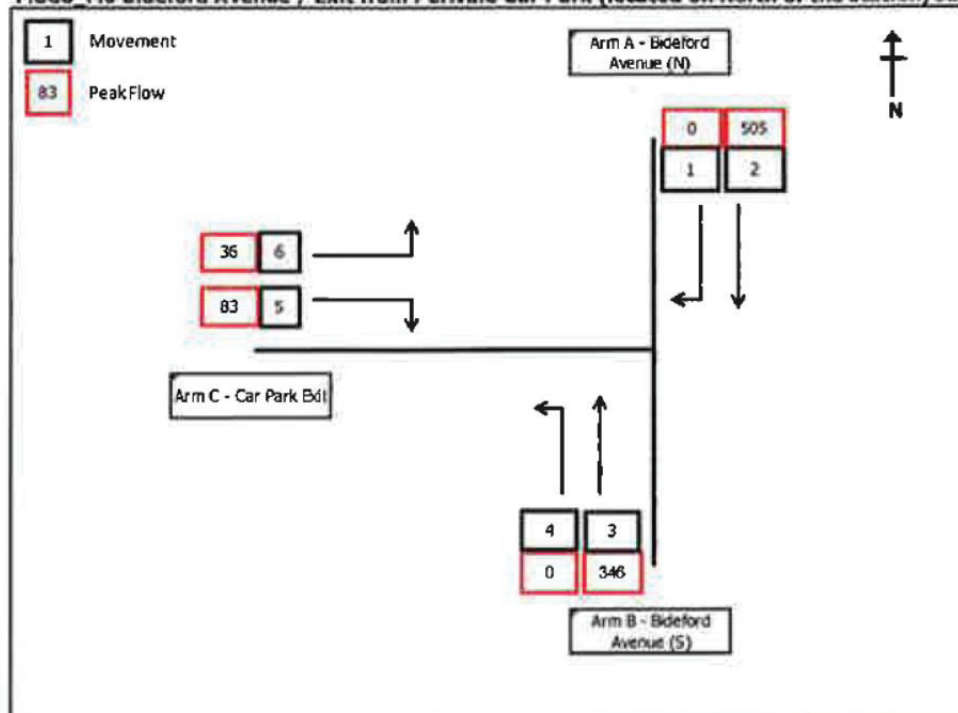
MCC8 M4 All movements on B456 Argyle Road / Teignmouth Gardens (Roundabout located over A40) Junction Layout - AM Total Peak Flow



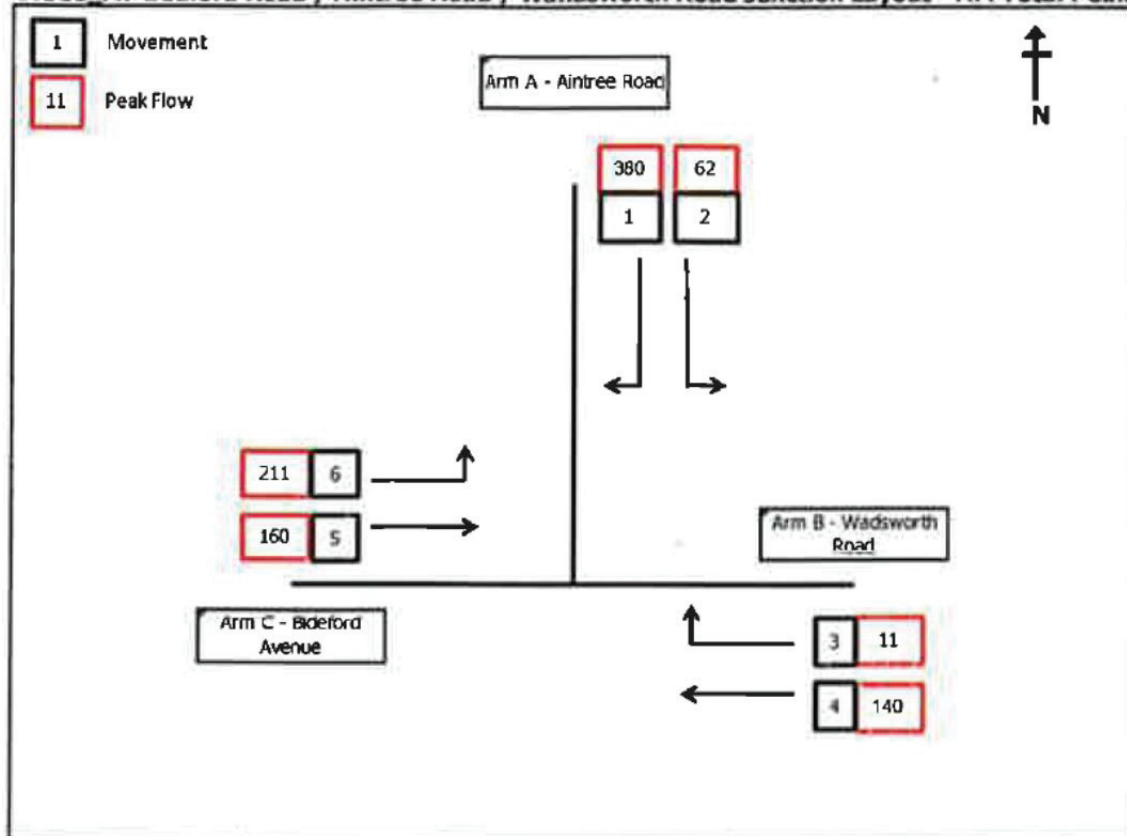
MCC8 M5 Horsenden Lane South/ Teignmouth Gardens Junction Layout - AM Total Peak Flows



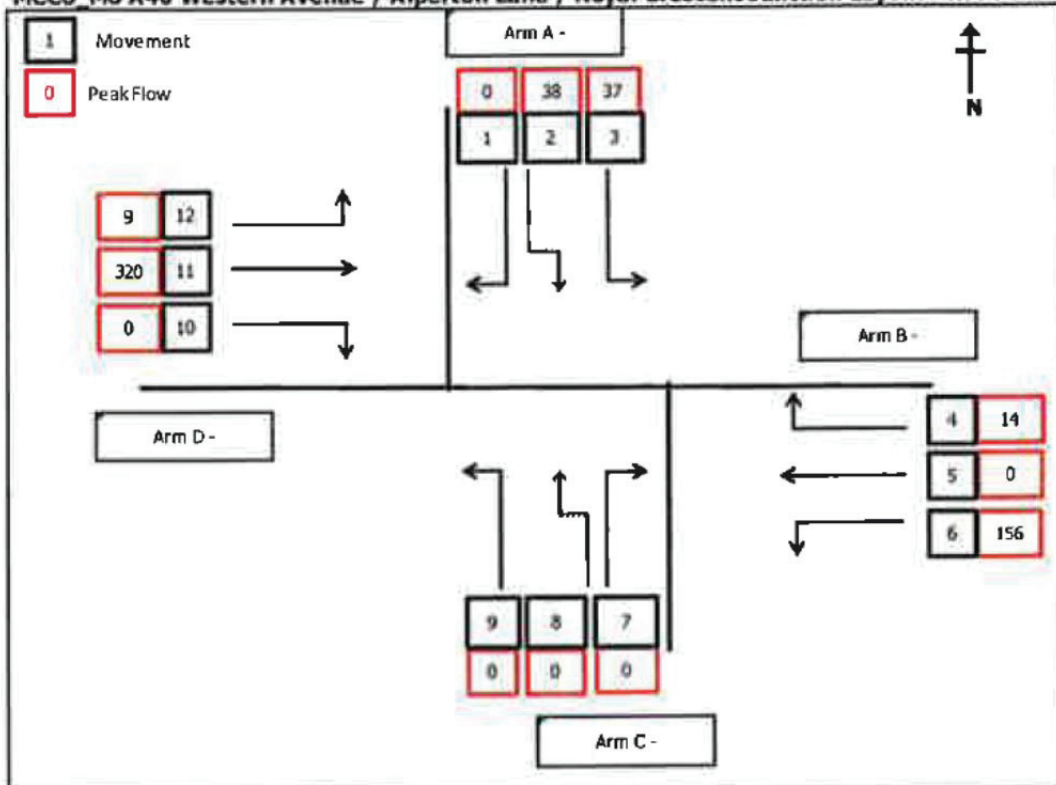
MCC8 M6 Bideford Avenue / Exit from Perivale Car Park (located on North of the station) Junction Layout - AM Total Peak Flows



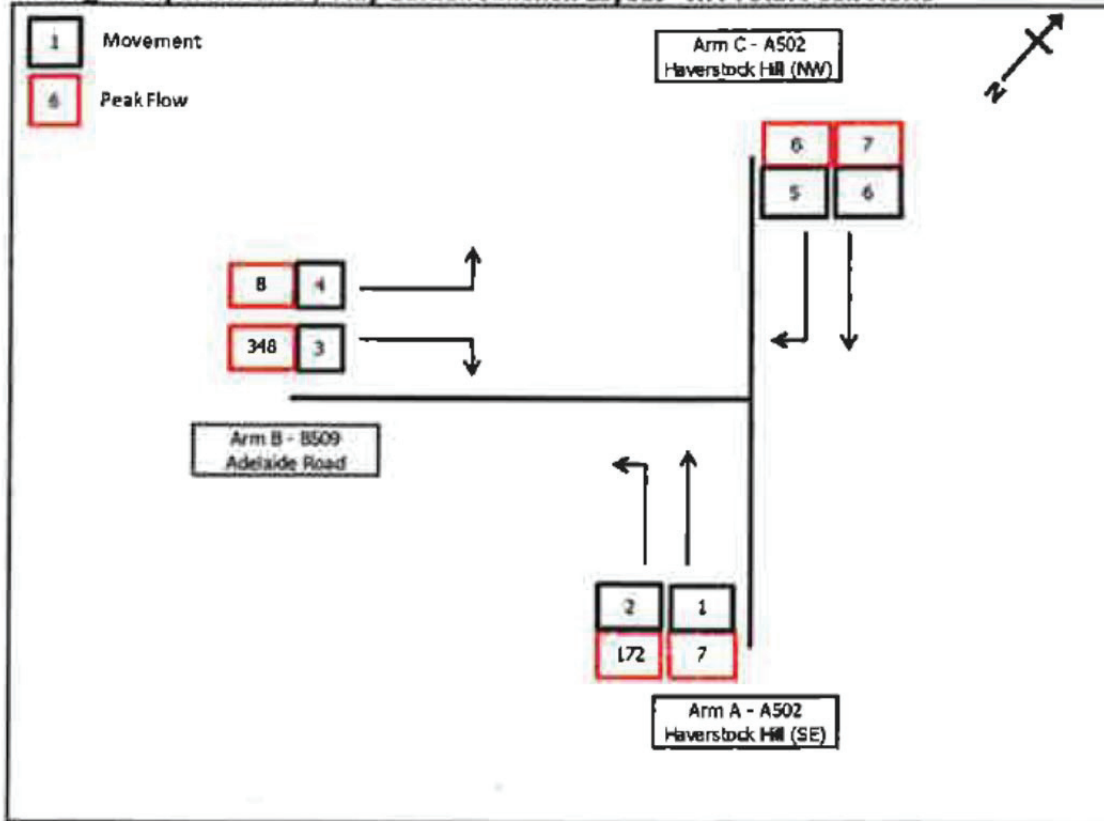
MCC8 M7 Bedford Road / Aintree Road / Wandsworth Road Junction Layout - AM Total Peak Flows



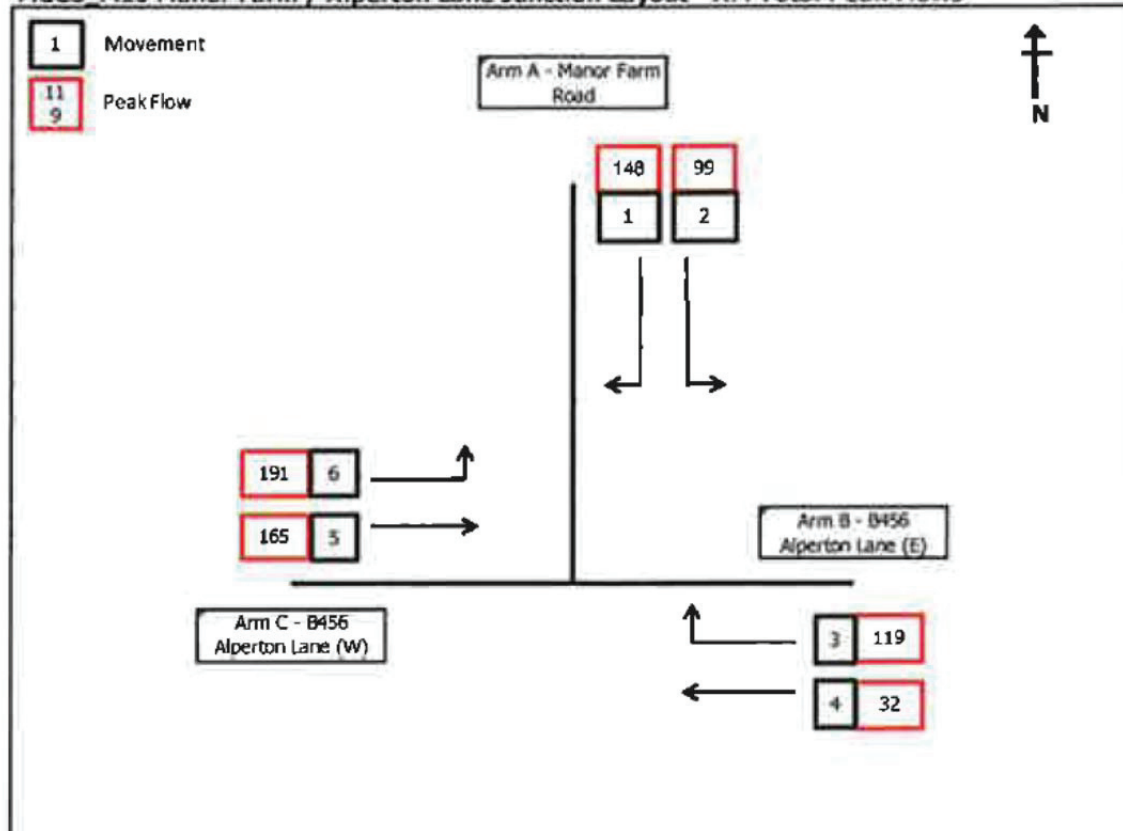
MCC8 M8 A40 Western Avenue / Alpertion Lane / Royal Crescent Junction Layout - AM Total Peak Flows



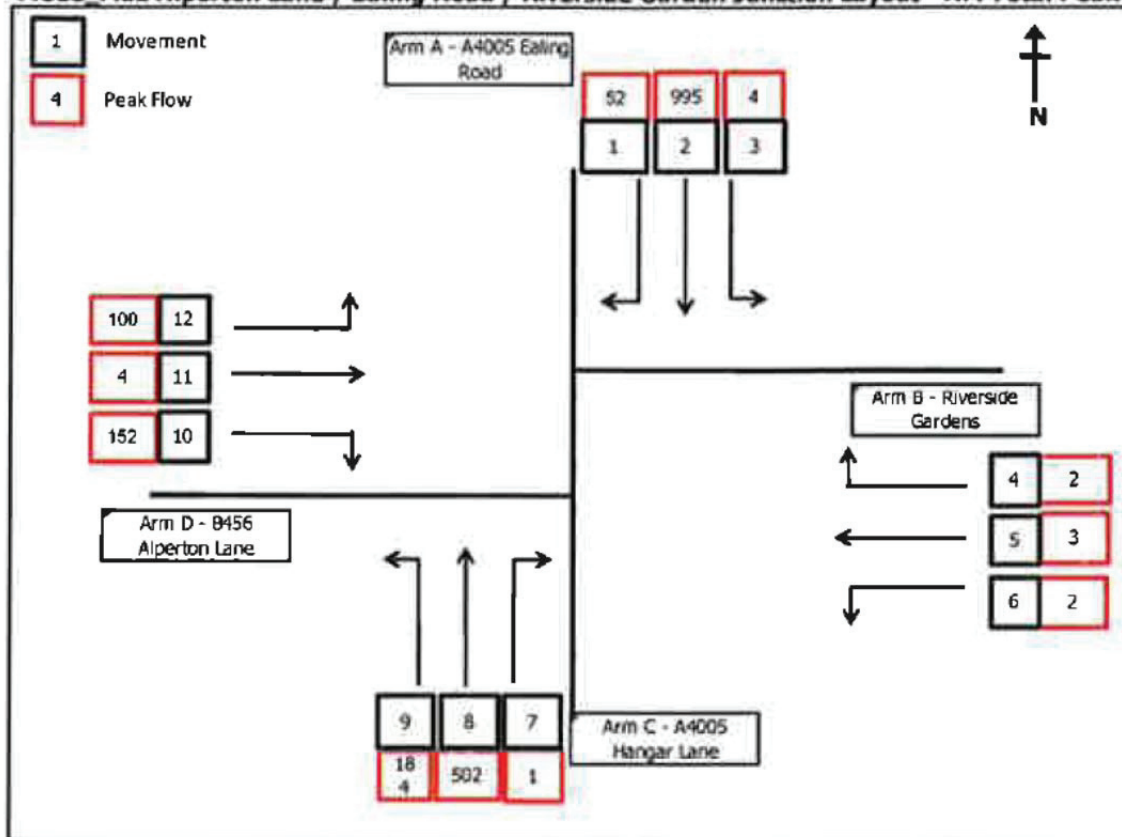
MCC8 M9 Alpertown Lane / May Garden Junction Layout - AM Total Peak Flows



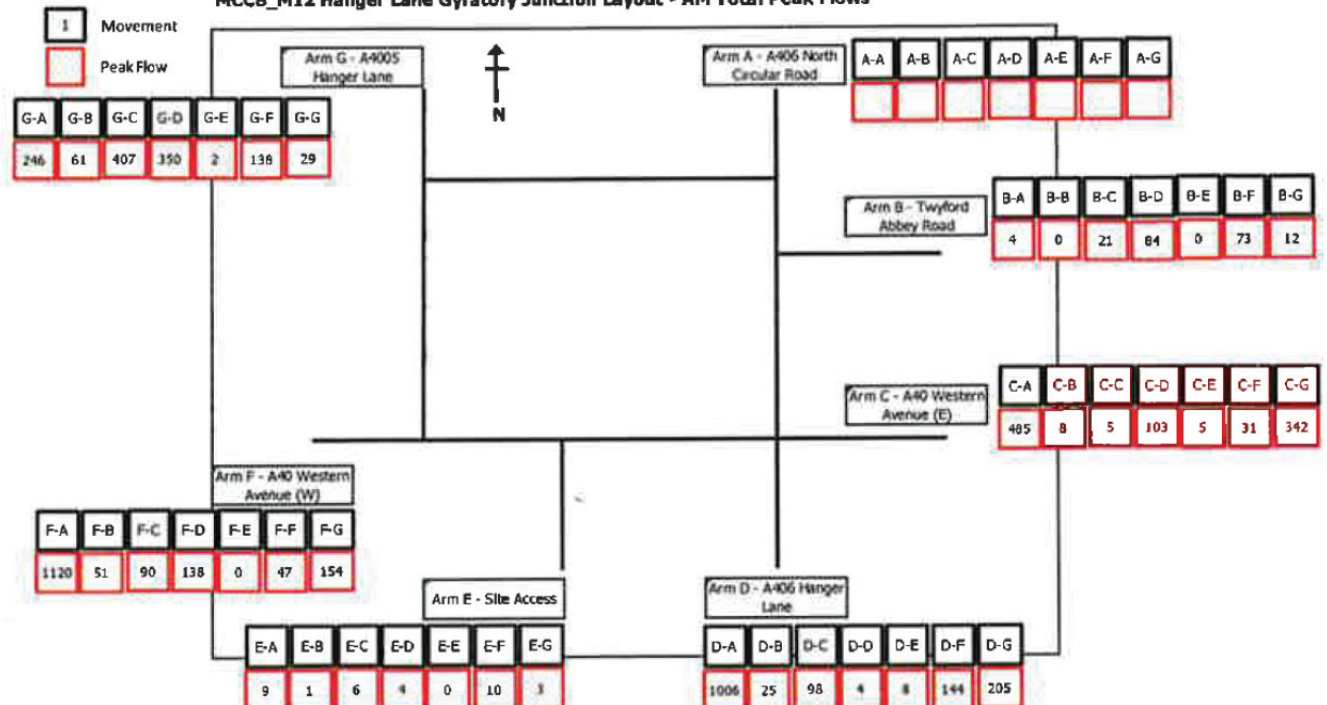
MCC8 M10 Manor Farm / Alpertown Lane Junction Layout - AM Total Peak Flows



MCC8 M11 Alperton Lane / Ealing Road / Riverside Garden Junction Layout - AM Total Peak Flows

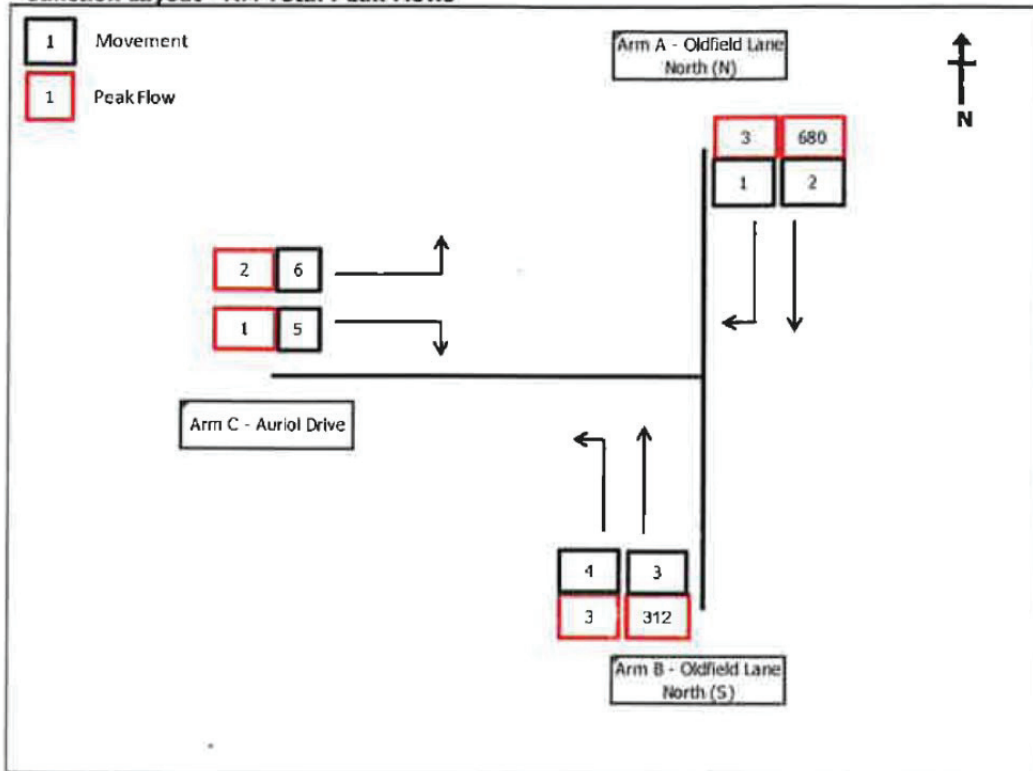


MCC8_M12 Hanger Lane Gyratory Junction Layout - AM Total Peak Flows

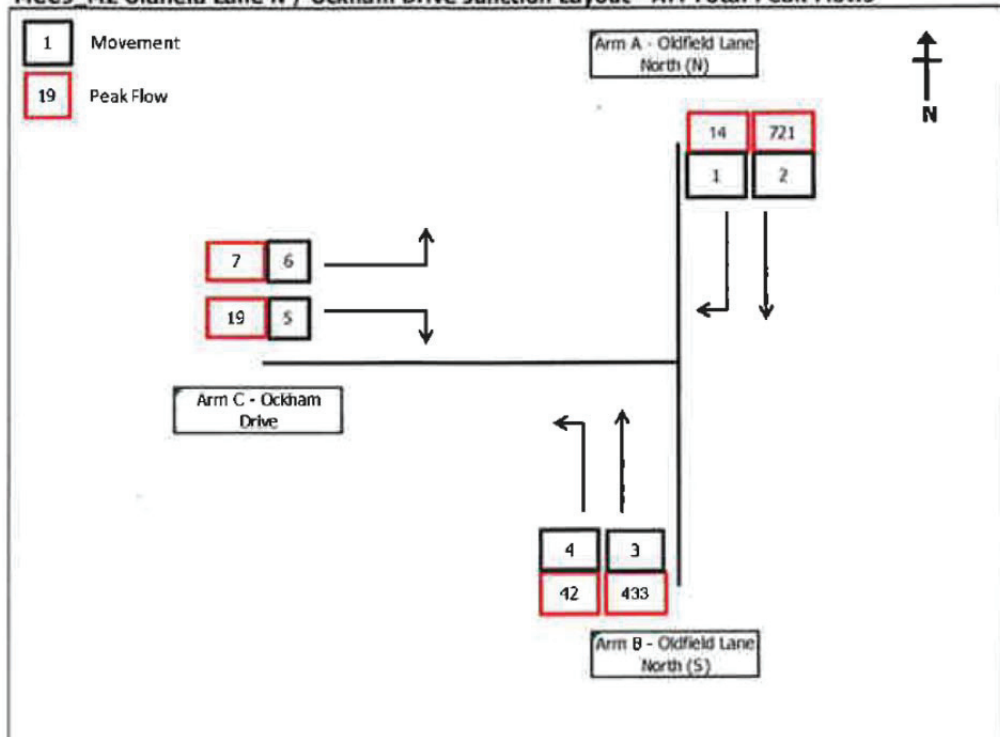


Appendix E.6 – MCC Sheet 9

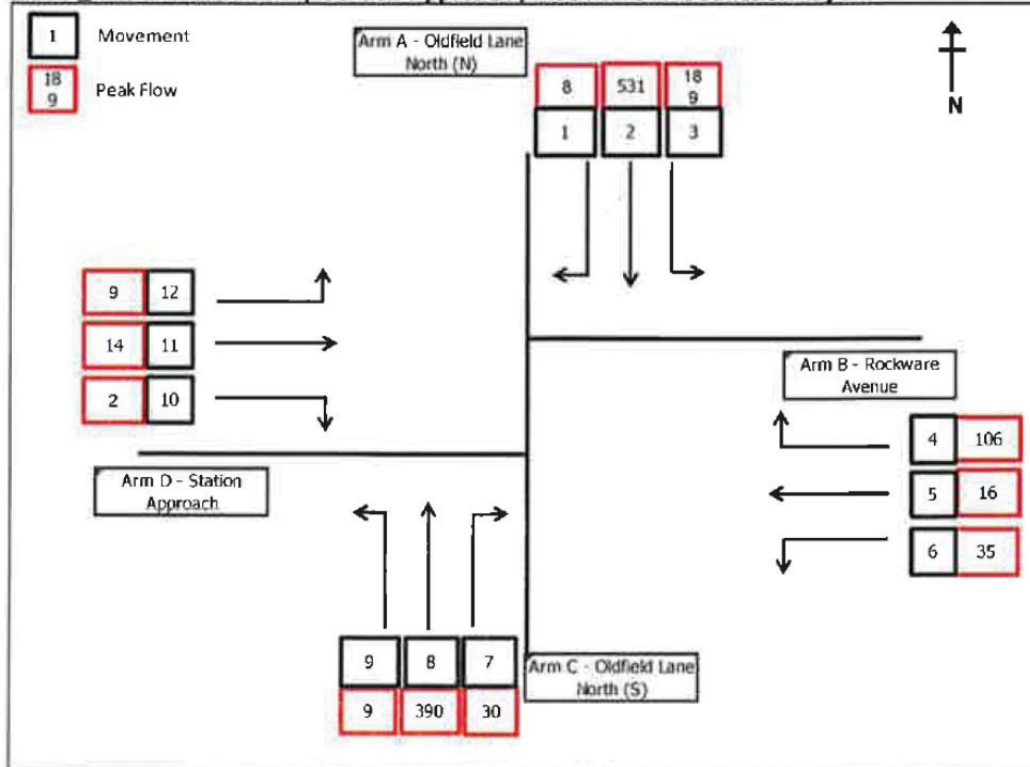
Junction Layout - AM Total Peak Flows



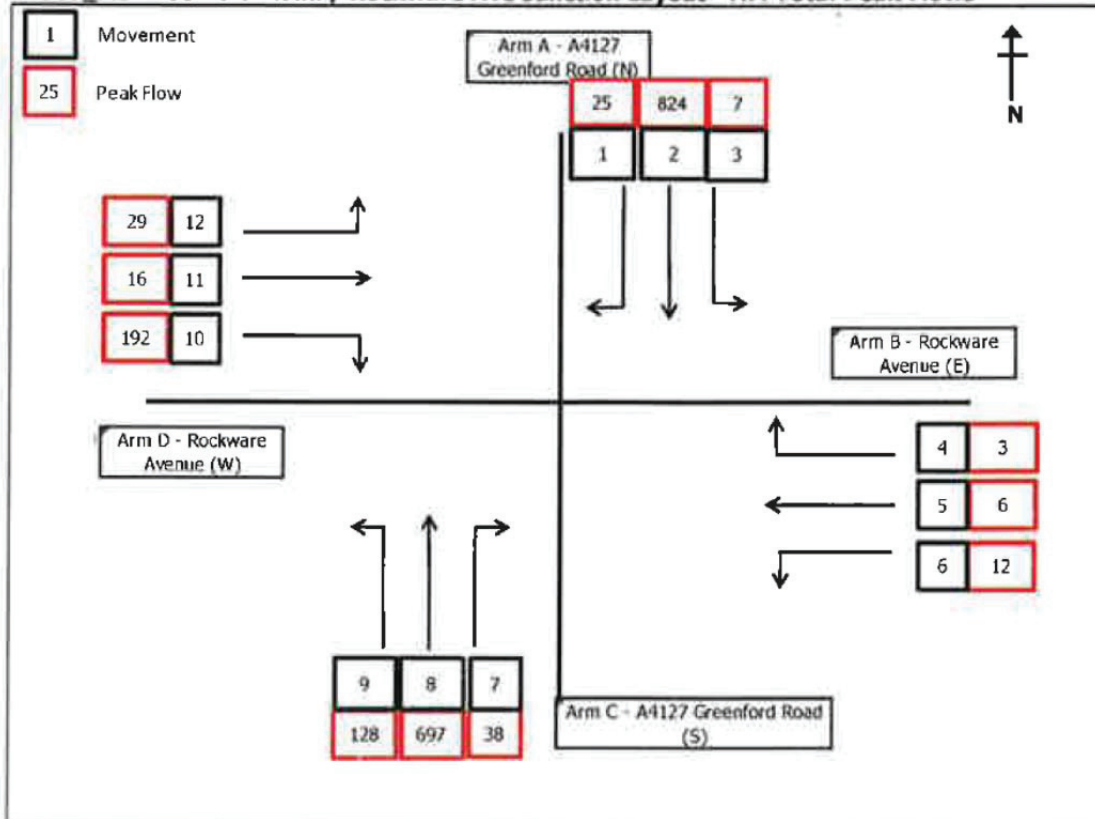
MCC9_M2 Oldfield Lane N / Ockham Drive Junction Layout - AM Total Peak Flows



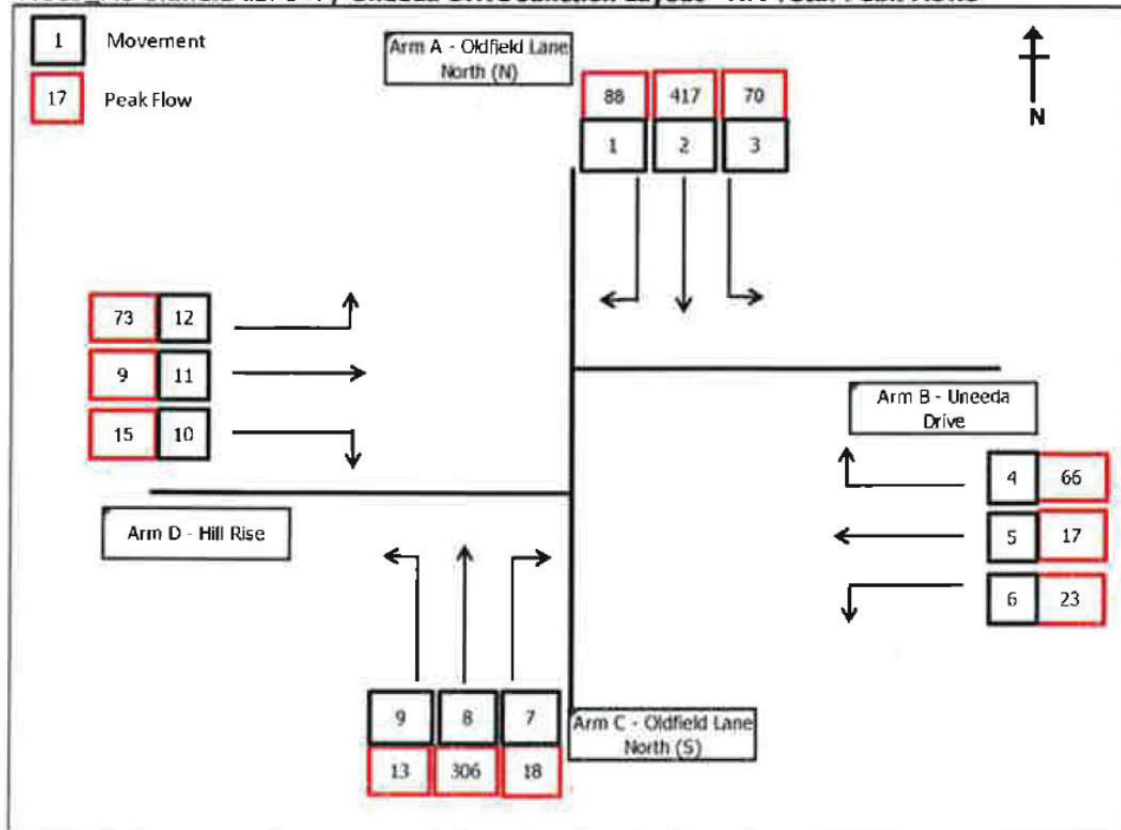
MCC9 M4 Oldfield Lane N / Station Approach / Rockware Ave Junction Layout - AM Total Peak Flows



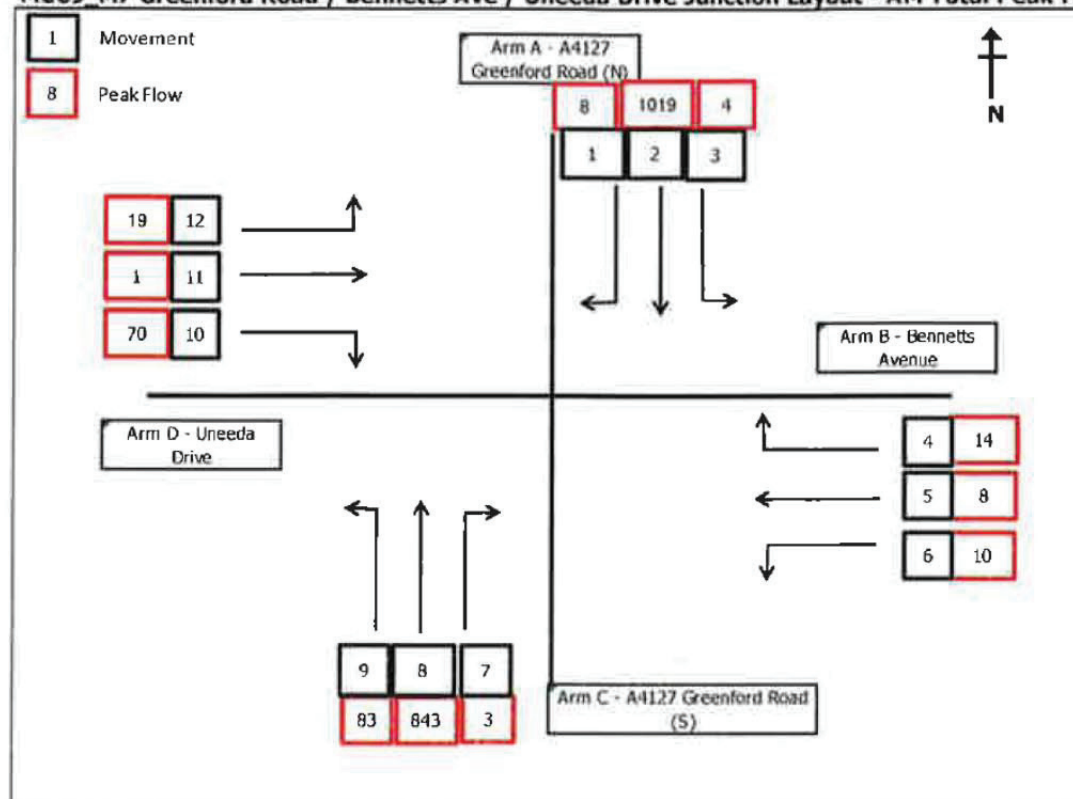
MCC9 M5 Greenford Road / Rockware Ave Junction Layout - AM Total Peak Flows



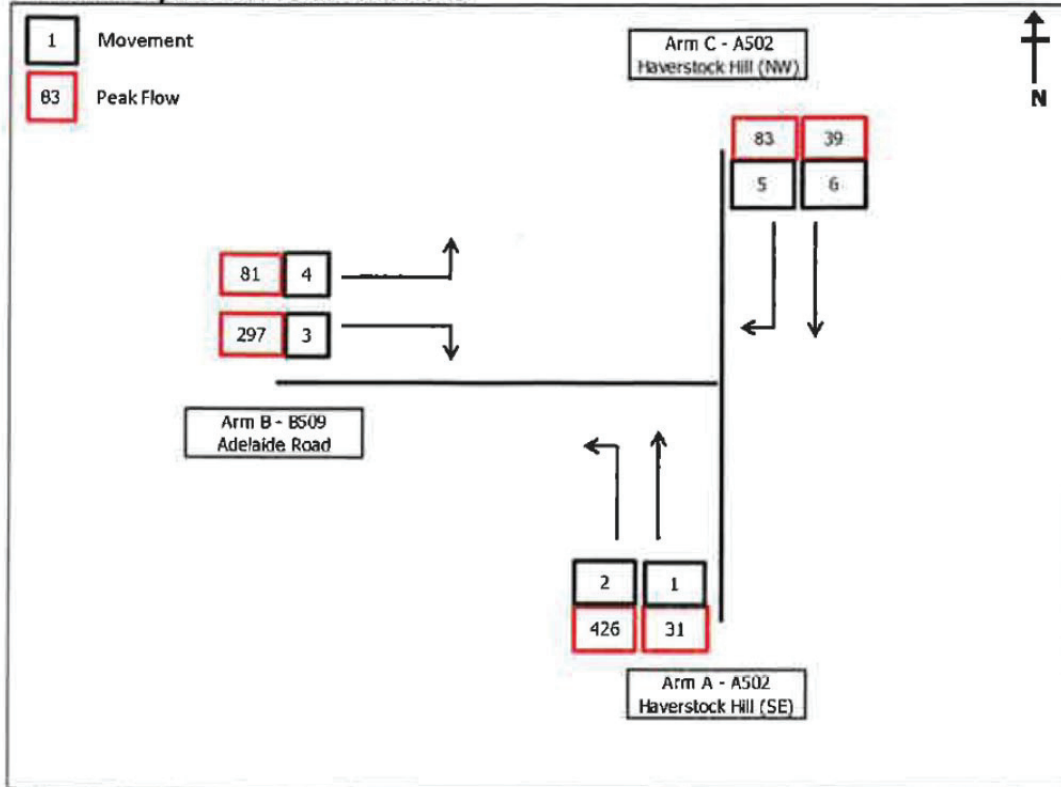
MCC9 M6 Oldfield Lane N / Uneeda Drive Junction Layout - AM Total Peak Flows



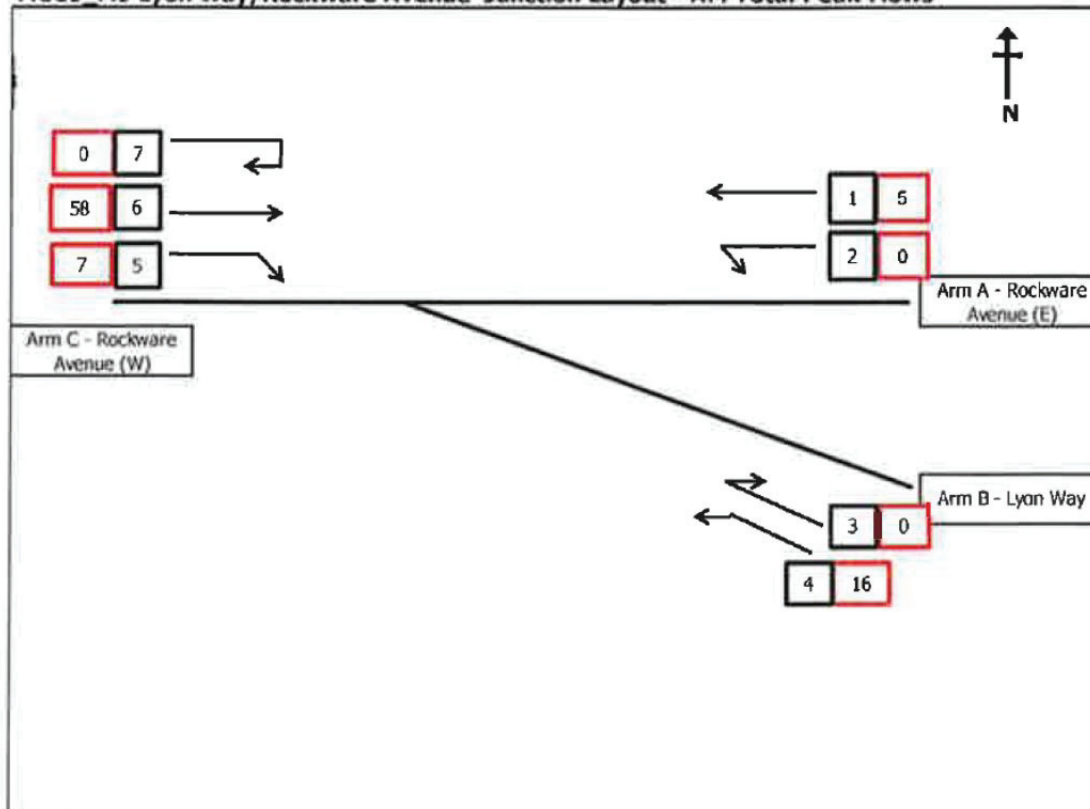
MCC9 M7 Greenford Road / Bennetts Ave / Uneeda Drive Junction Layout - AM Total Peak Flows



Junction Layout - AM Total Peak Flows

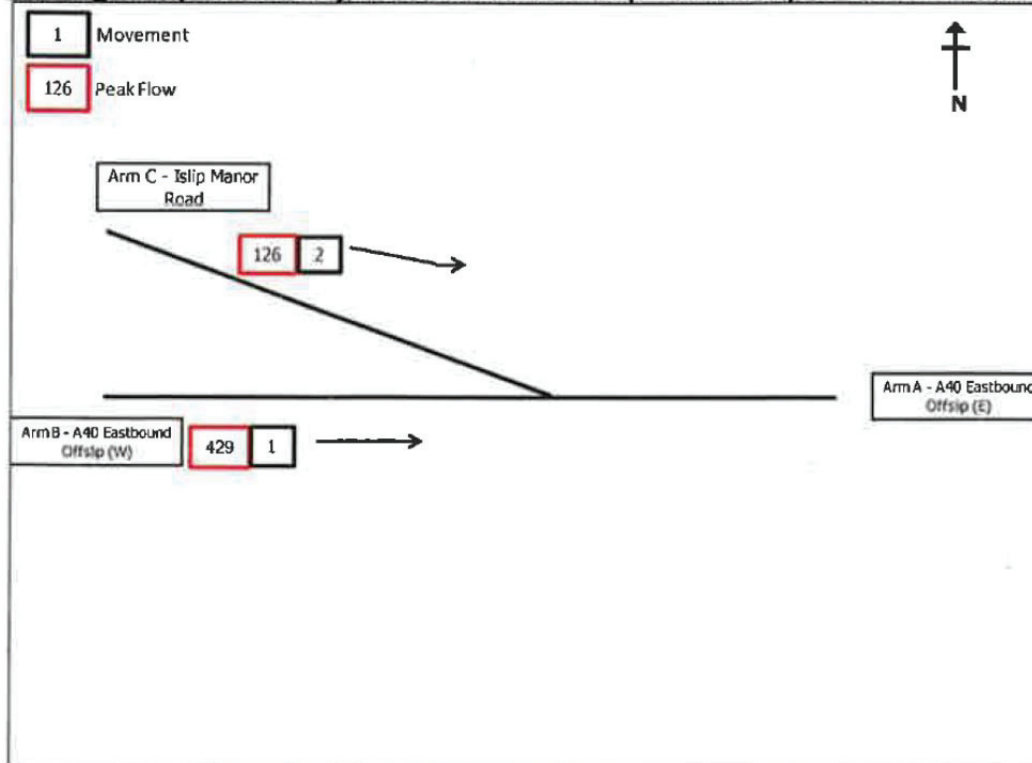


MCC9 M9 Lyon Way/Rockware Avenue Junction Layout - AM Total Peak Flows

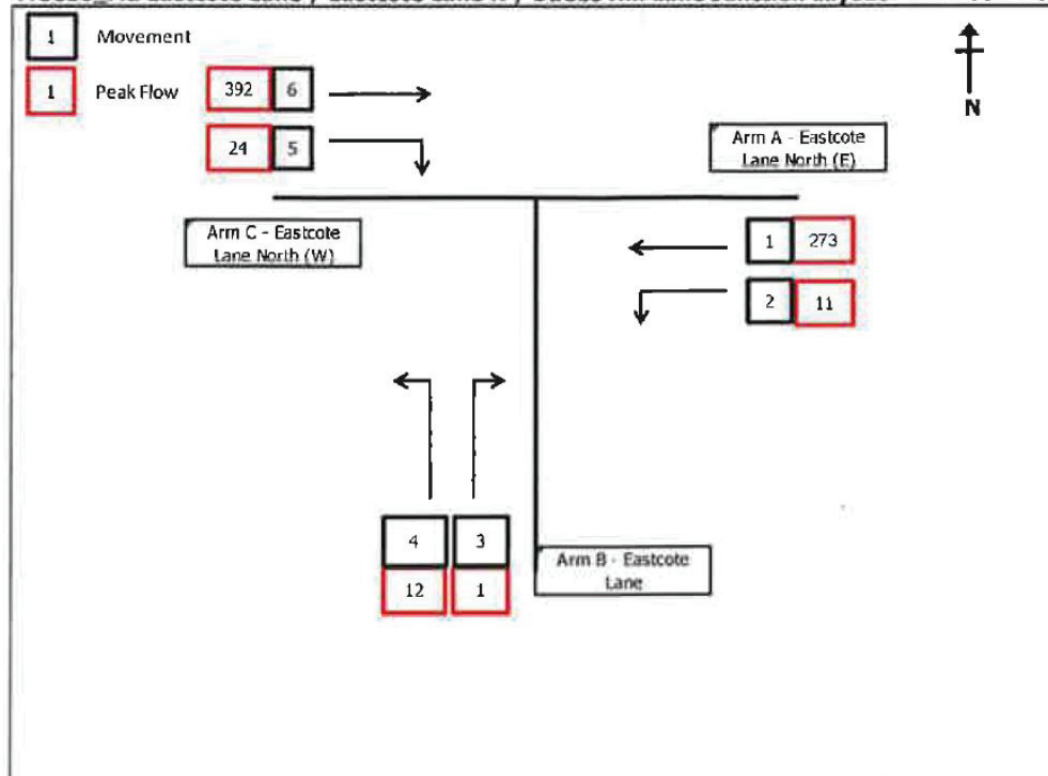


Appendix E.7 – MCC Sheet 10

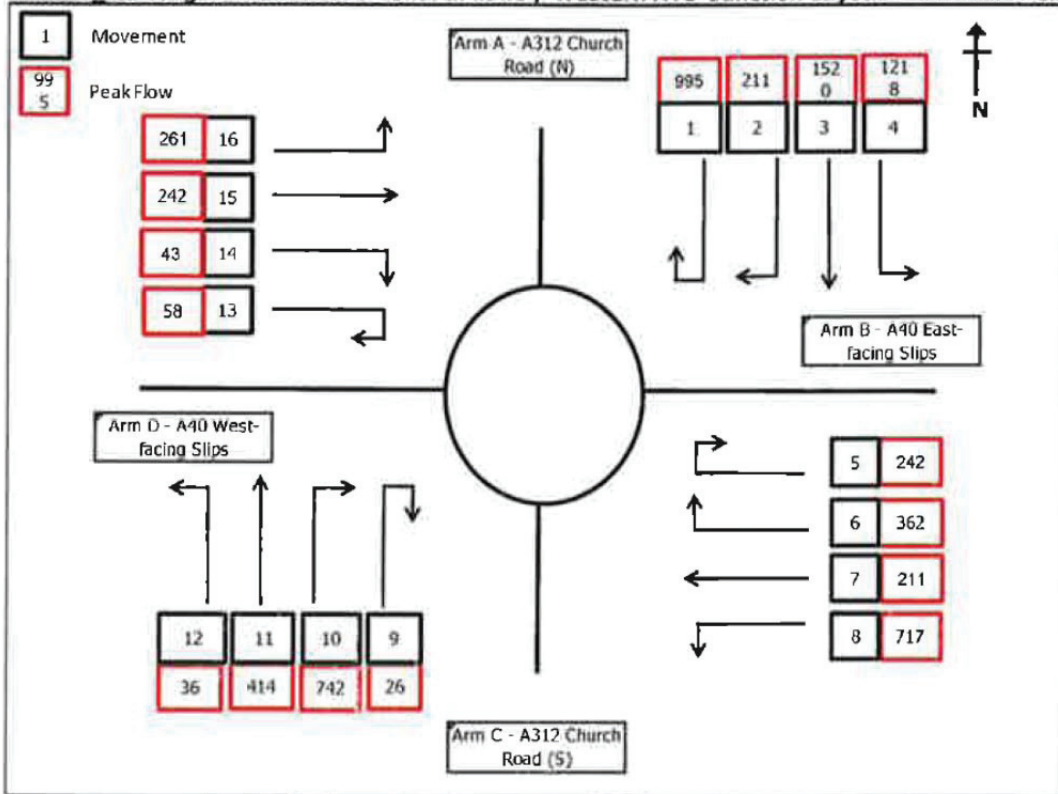
MCC10 M1 Islip Manor Road j/w A40 eastbound exit slip Junction Layout - AM Total Peak Flows



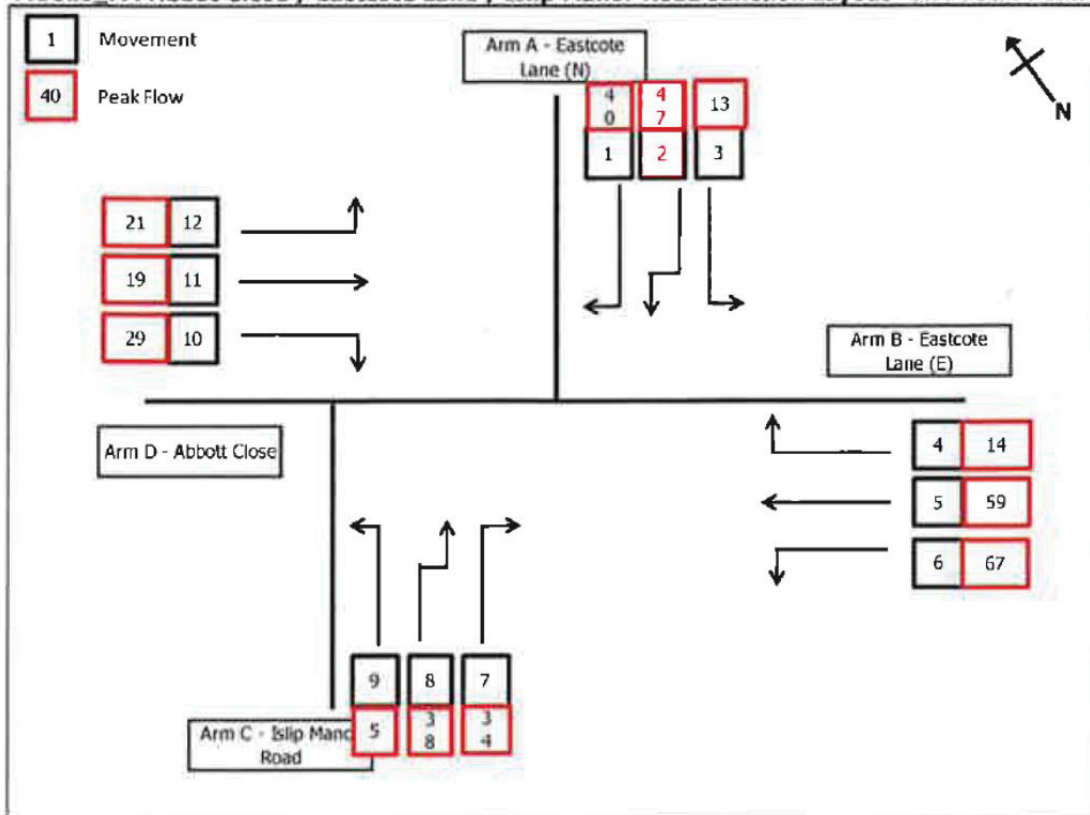
MCC10 M2 Eastcote Lane / Eastcote Lane N / Dabbs Hill Lane Junction Layout - AM Total Peak Flows



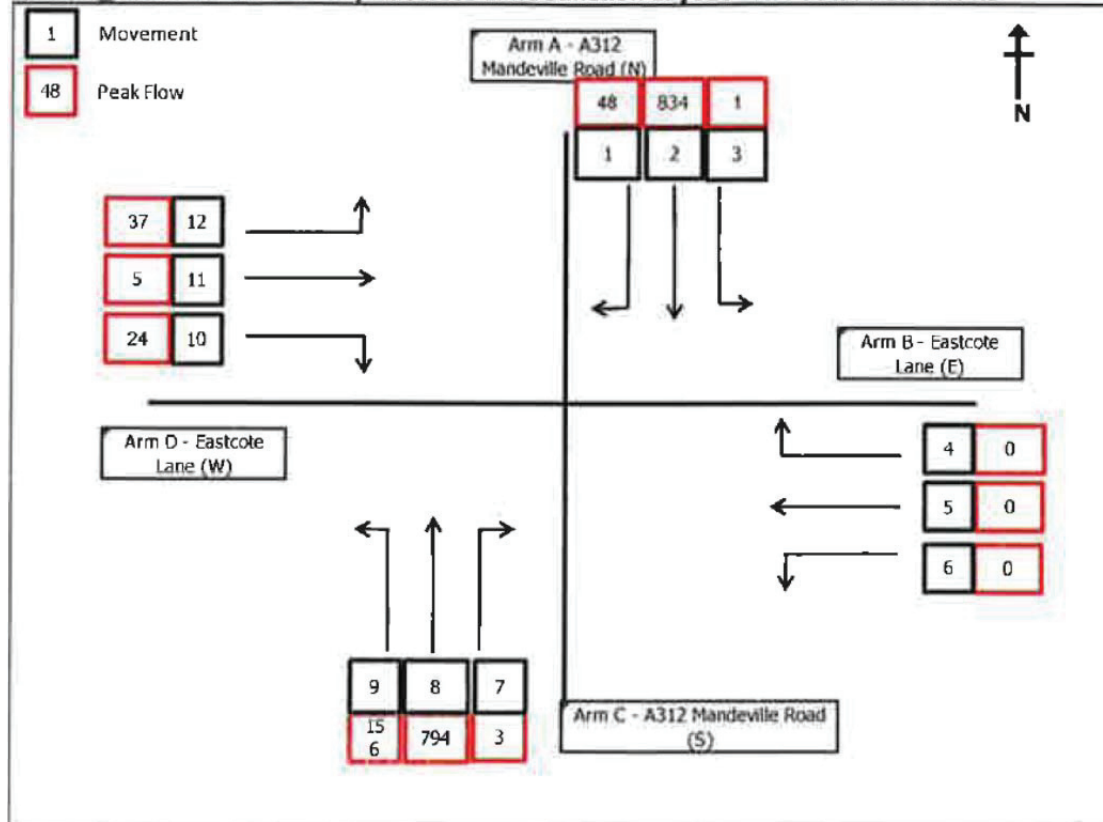
MCC10 M3 Target Roundabout - Church Lane / Western Ave Junction Layout - AM Total Peak Flows



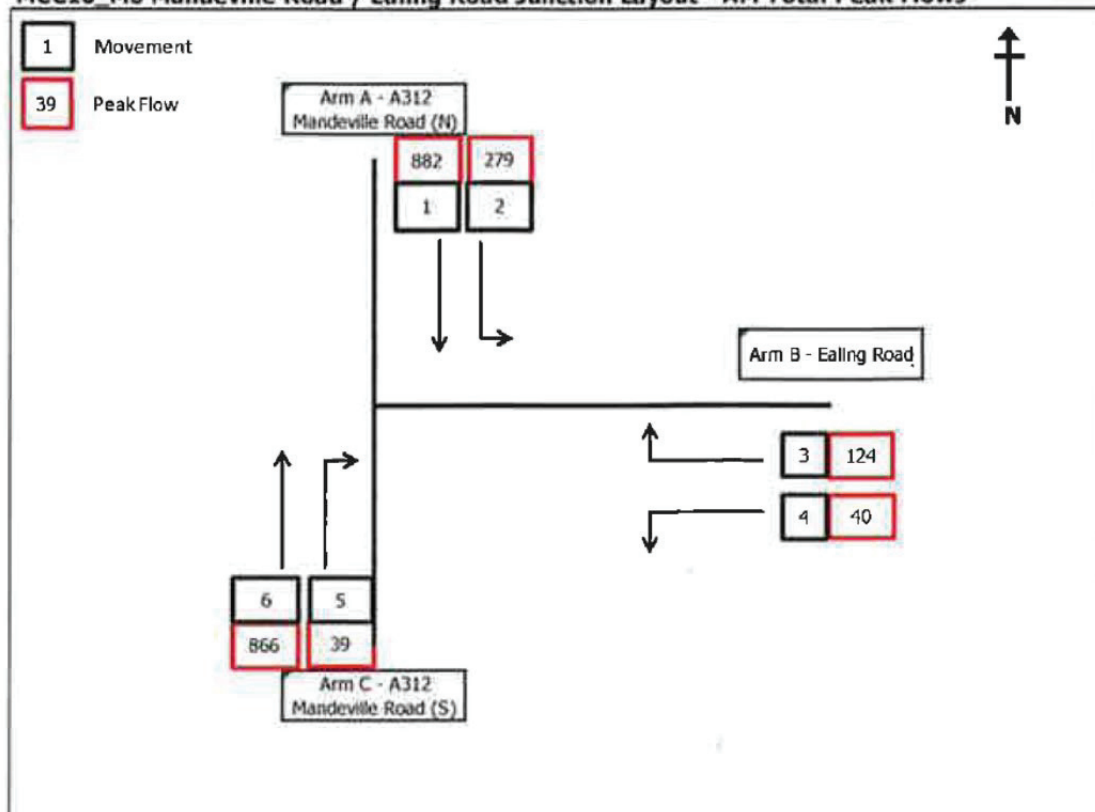
MCC10 M4 Abbot Close / Eastcote Lane / Islip Manor Road Junction Layout - AM Total Peak Flows



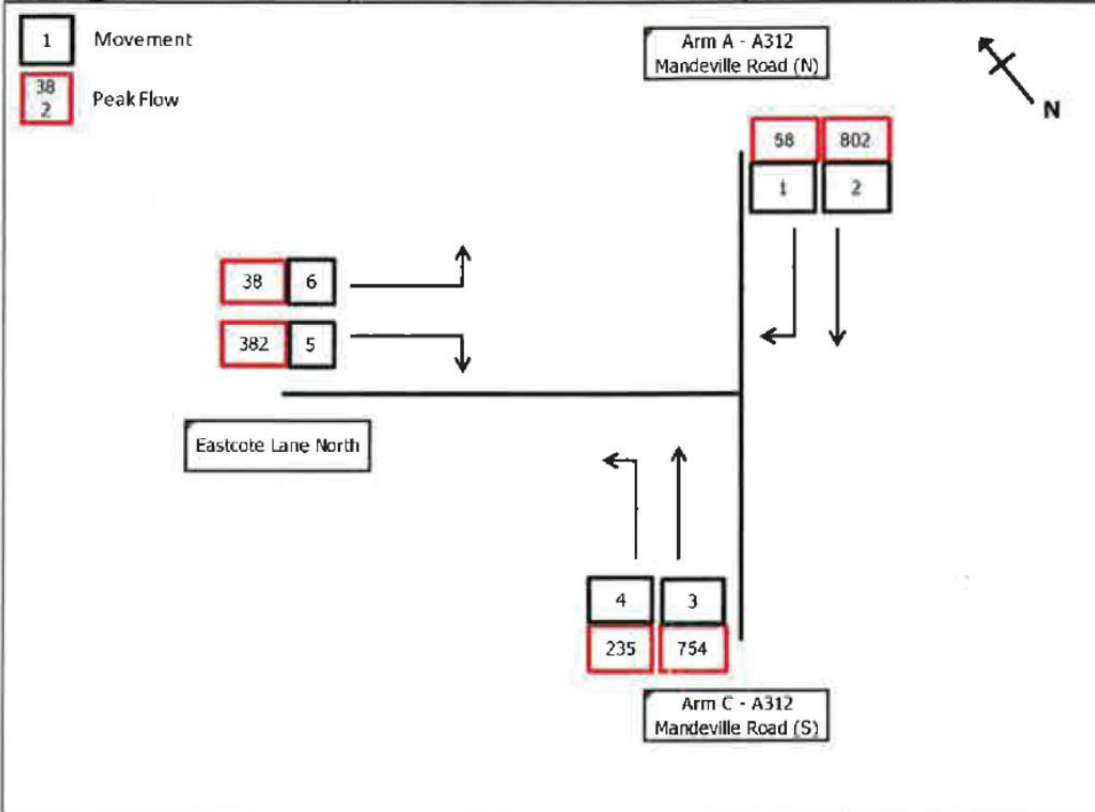
MCC10_M5 Mandeville Road / Eastcote Lane Junction Layout - AM Total Peak Flows



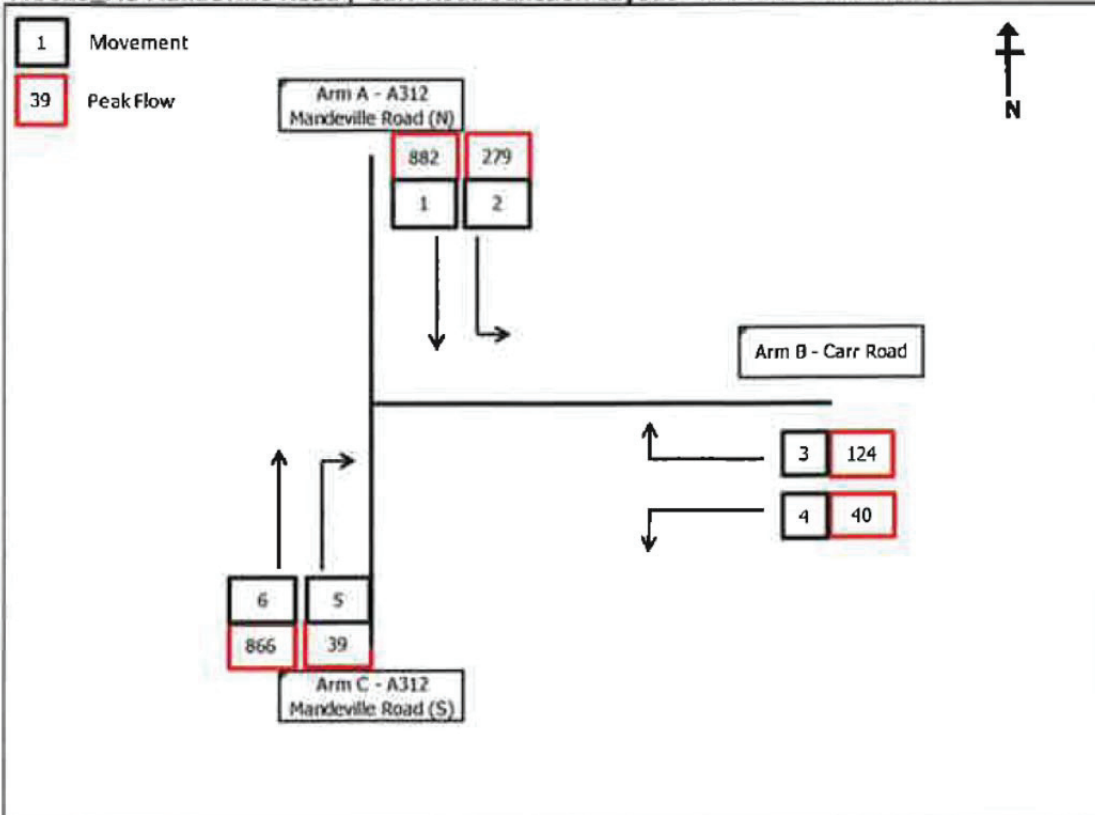
MCC10_M6 Mandeville Road / Ealing Road Junction Layout - AM Total Peak Flows



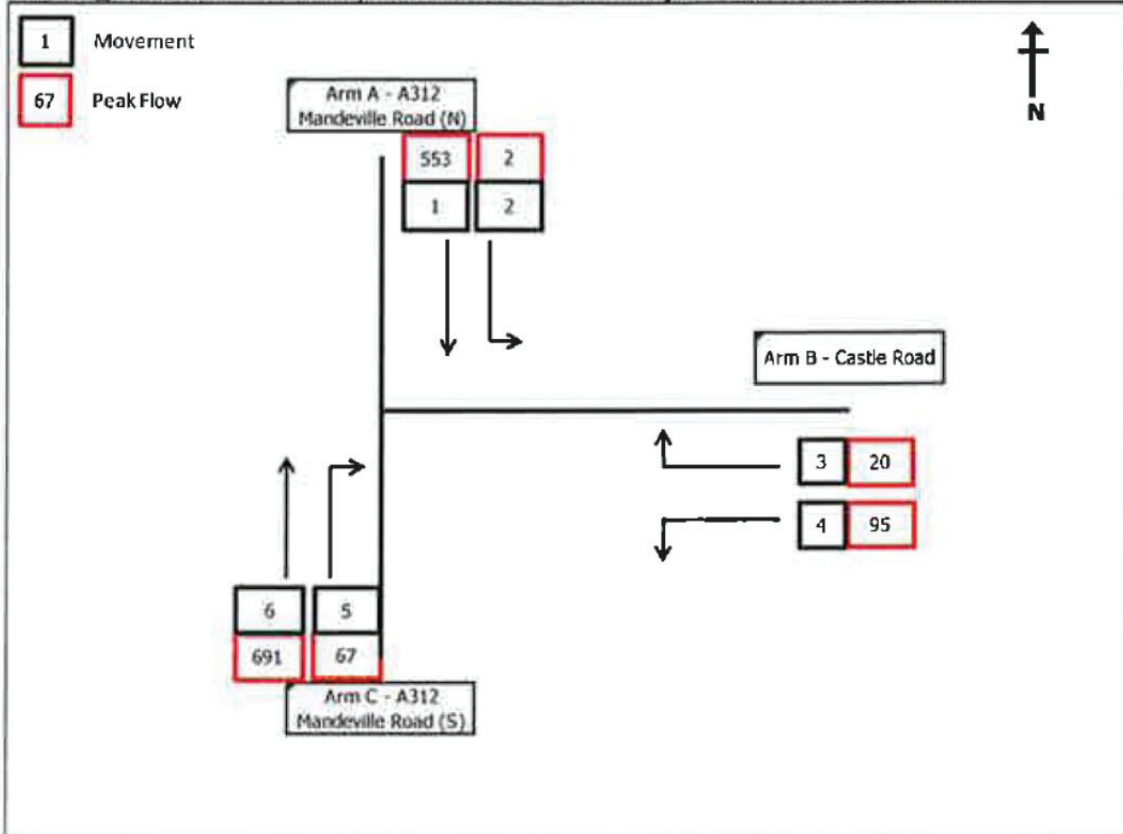
MCC10 M7 Mandeville Road / Eastcote Lane North Junction Layout - AM Total Peak Flows



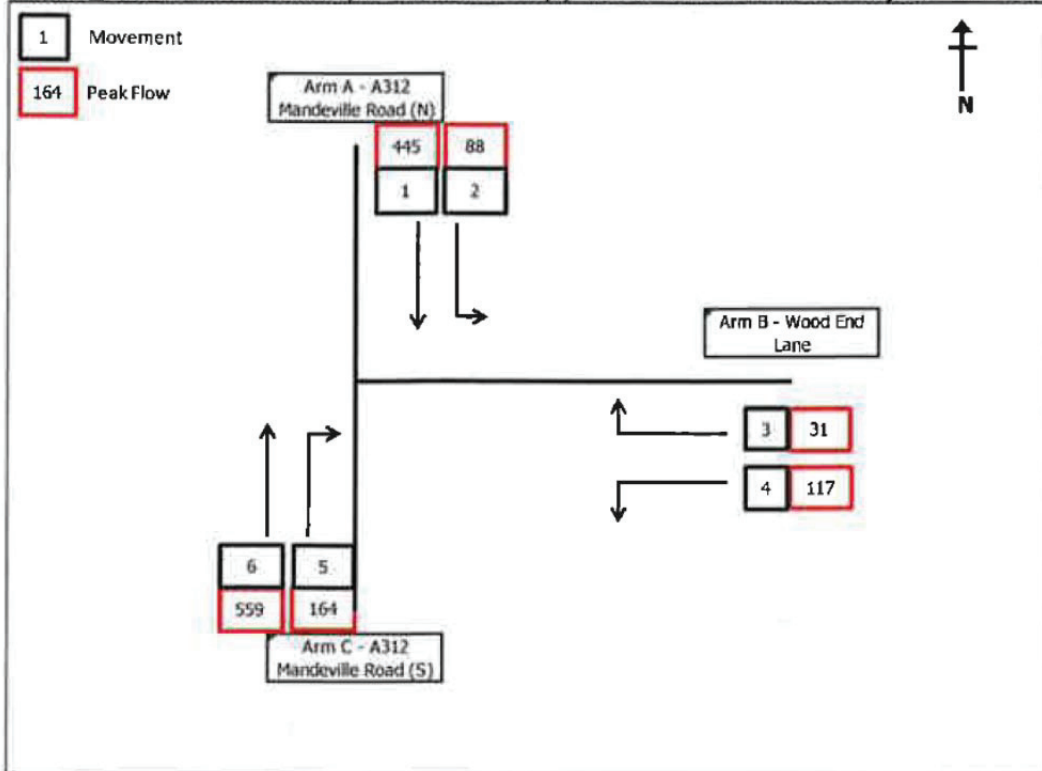
MCC10 M8 Mandeville Road / Carr Road Junction Layout - AM Total Peak Flows



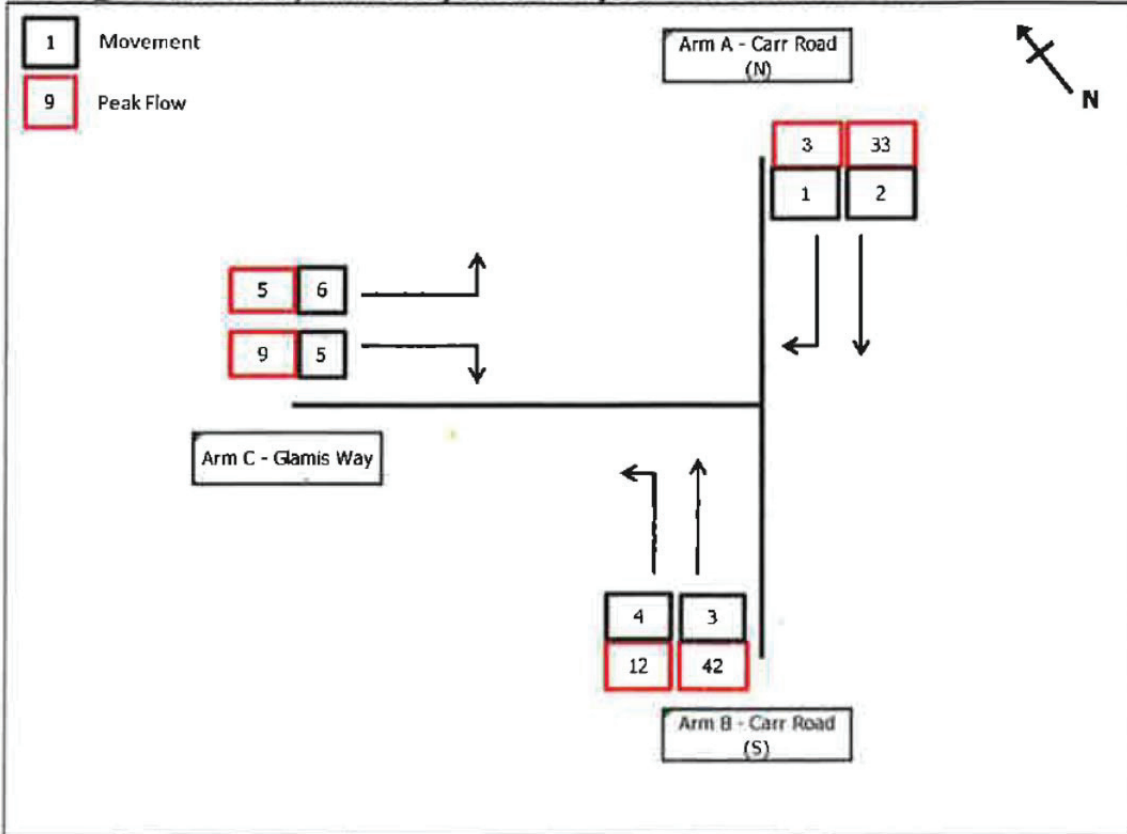
MCC10 M9 Mandeville Road / Castle Road Junction Layout - AM Total Peak Flows



MCC10 M10 Mandeville Road / Ribblesdale Ave / Wood End Lane Junction Layout - AM Total Peak Flows

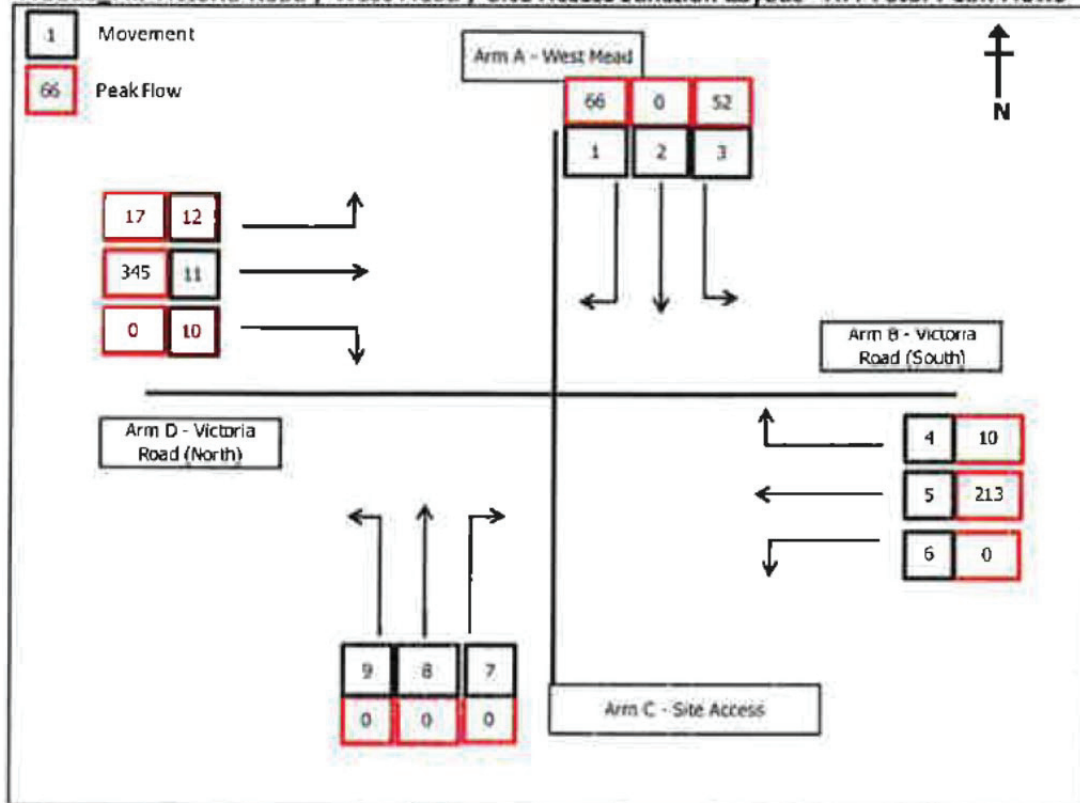


MCC10 M11 Carr Road / Glamis Way Junction Layout - AM Total Peak Flows

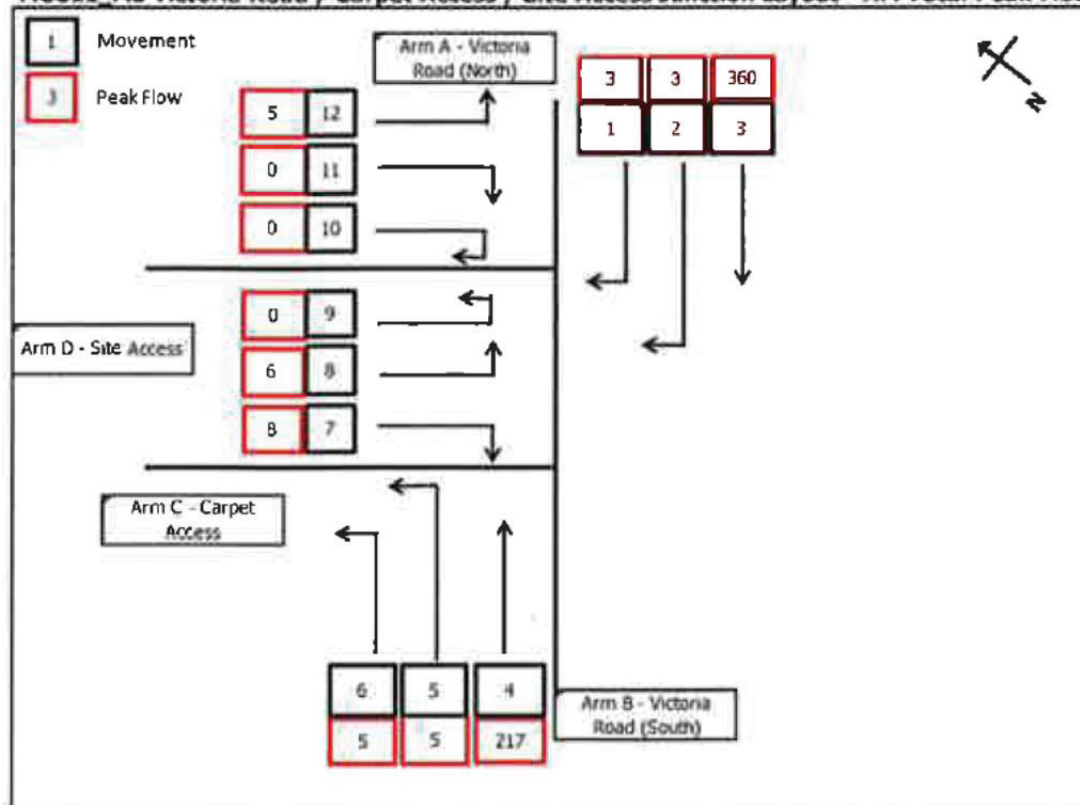


Appendix E.8 – MCC Sheet 11

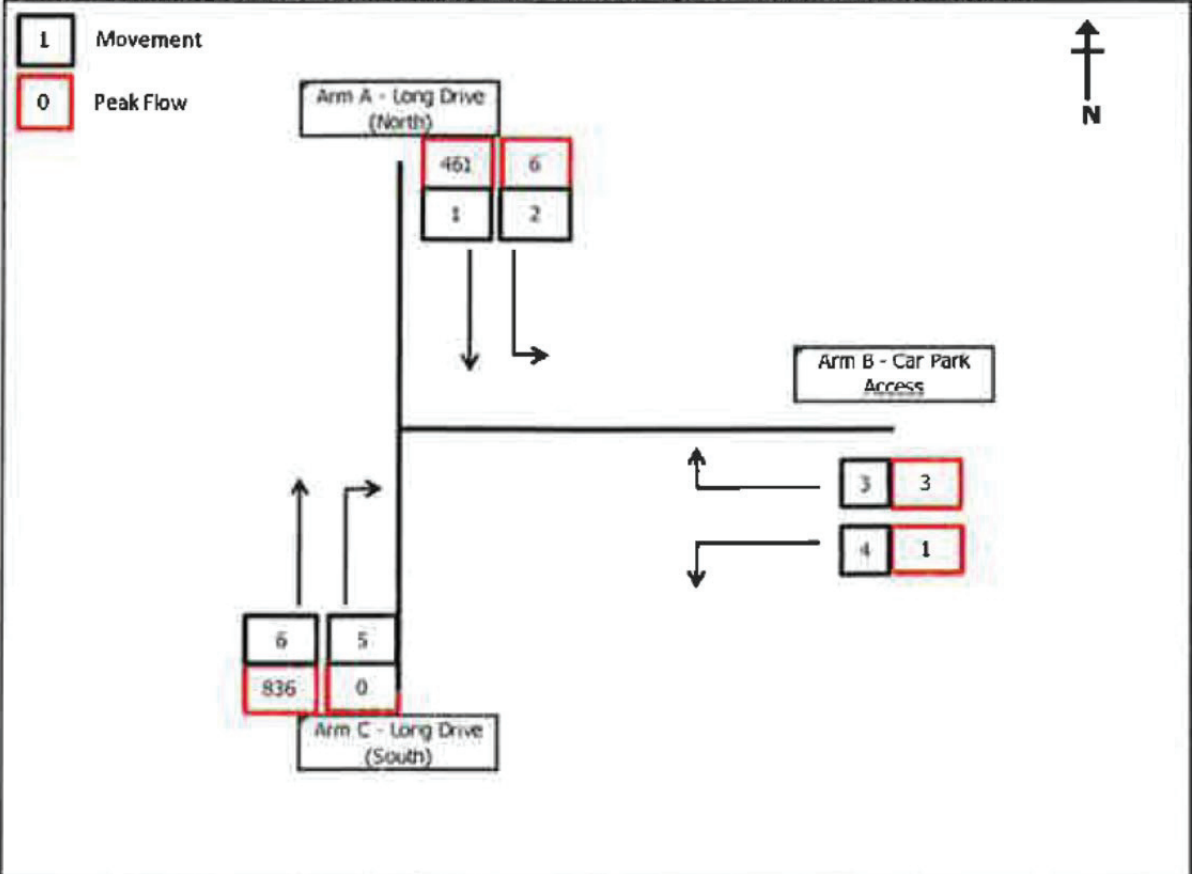
MCC11_M2 Victoria Road / West Mead / Site Access Junction Layout - AM Total Peak Flows



MCC11_M3 Victoria Road / Carpet Access / Site Access Junction Layout - AM Total Peak Flows

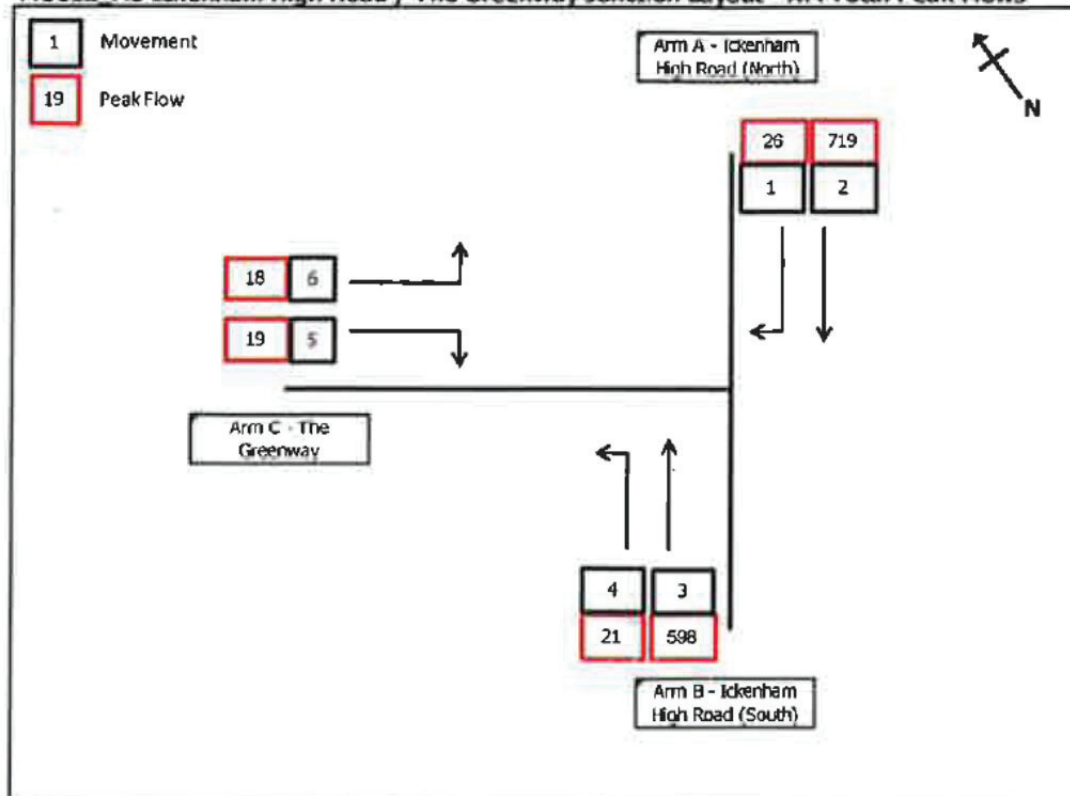


MCC11_M5 Long Drive / Car Park Access Junction Layout - AM Total Peak Flows

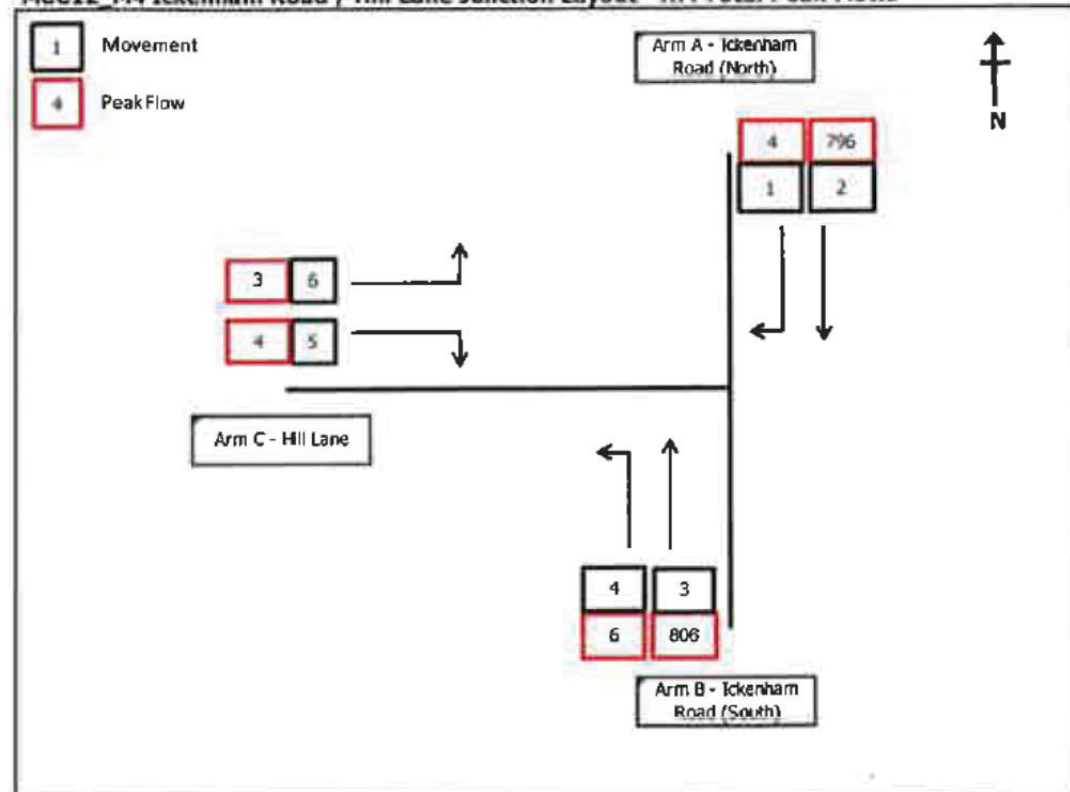


Appendix E.9 – MCC Sheet 12

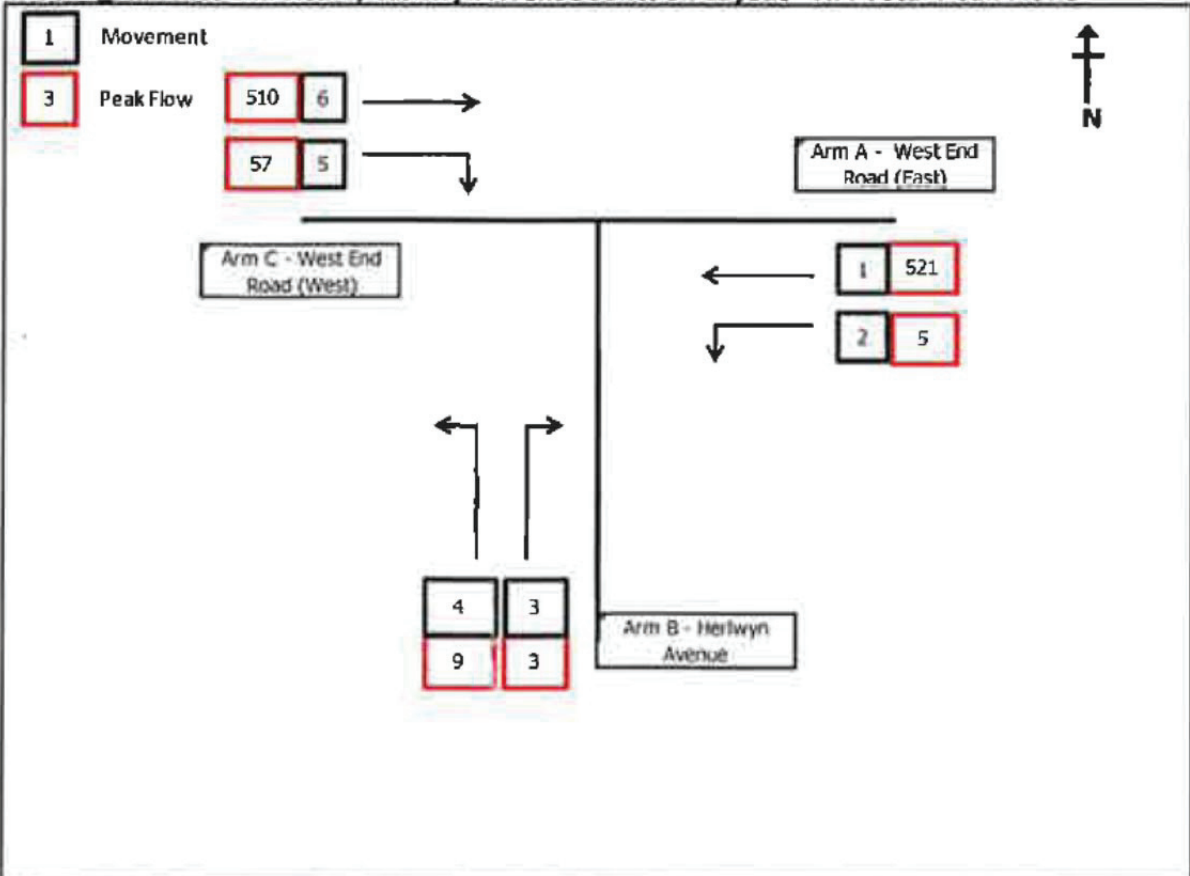
MCC12 M3 Ickenham High Road / The Greenway Junction Layout - AM Total Peak Flows



MCC12 M4 Ickenham Road / Hill Lane Junction Layout - AM Total Peak Flows

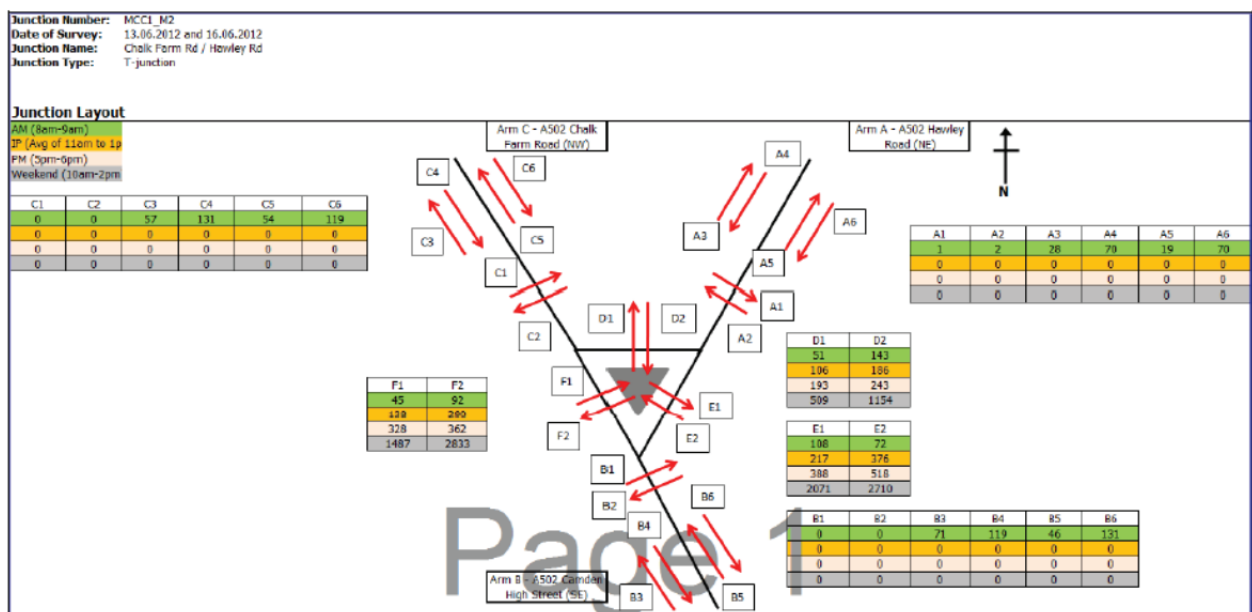
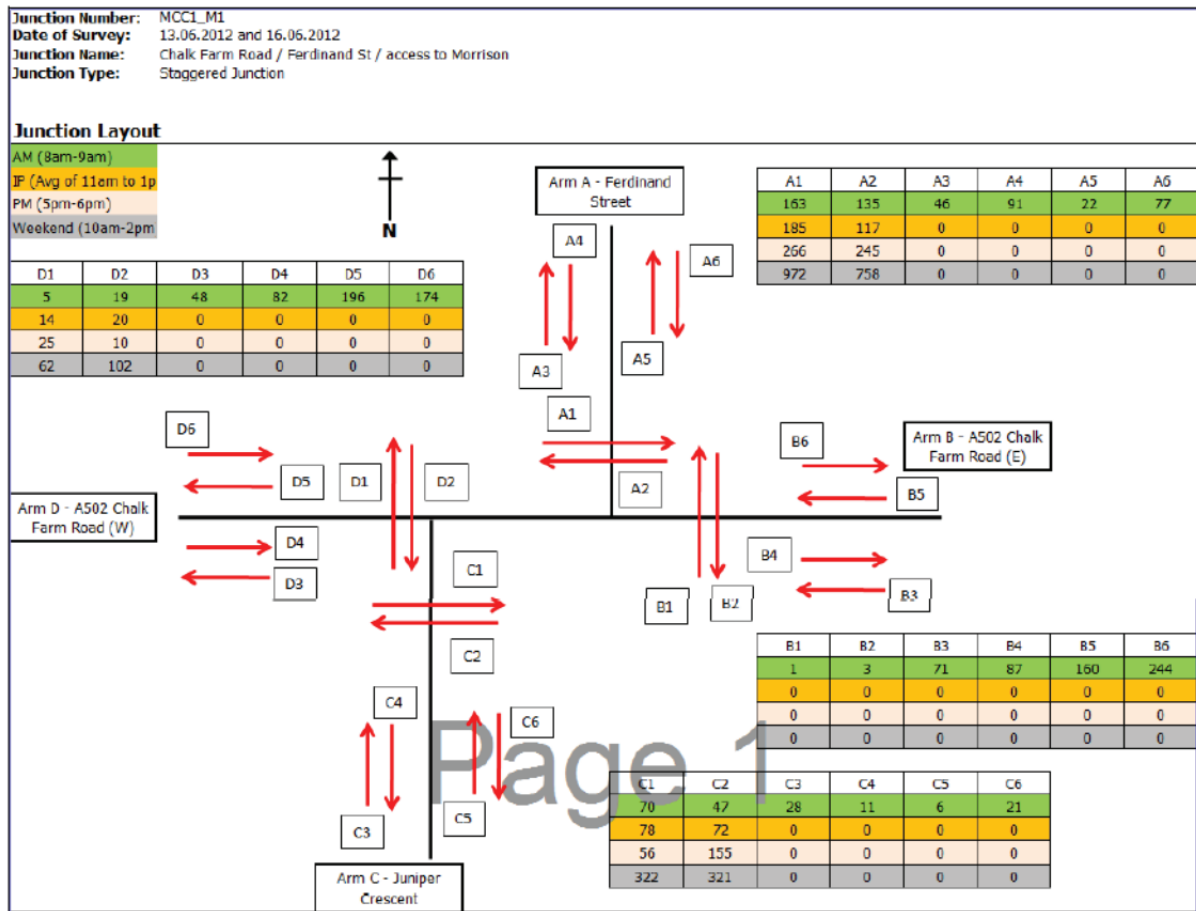


MCC12 M6 West End Road / Heriwyn Avenue Junction Layout - AM Total Peak Flows



Appendix F – Pedestrian Counts Summary Sheets

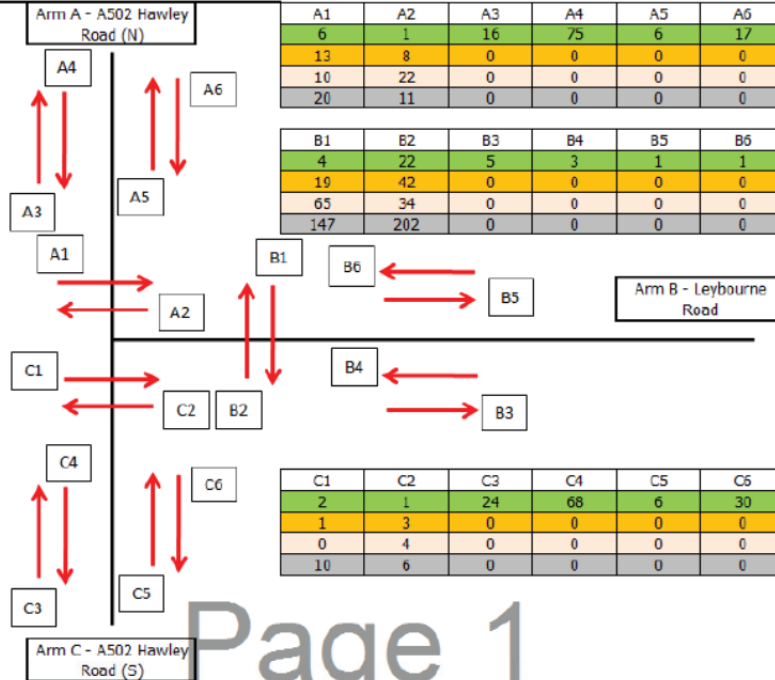
Appendix F.1 – Pedestrian Counts Sheet 1



Junction Number: MCC1_M3
Date of Survey: 13.06.2012 and 23.06.2012
Junction Name: Hawley Road / Leybourne Rd (western end)
Junction Type: T-junction

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

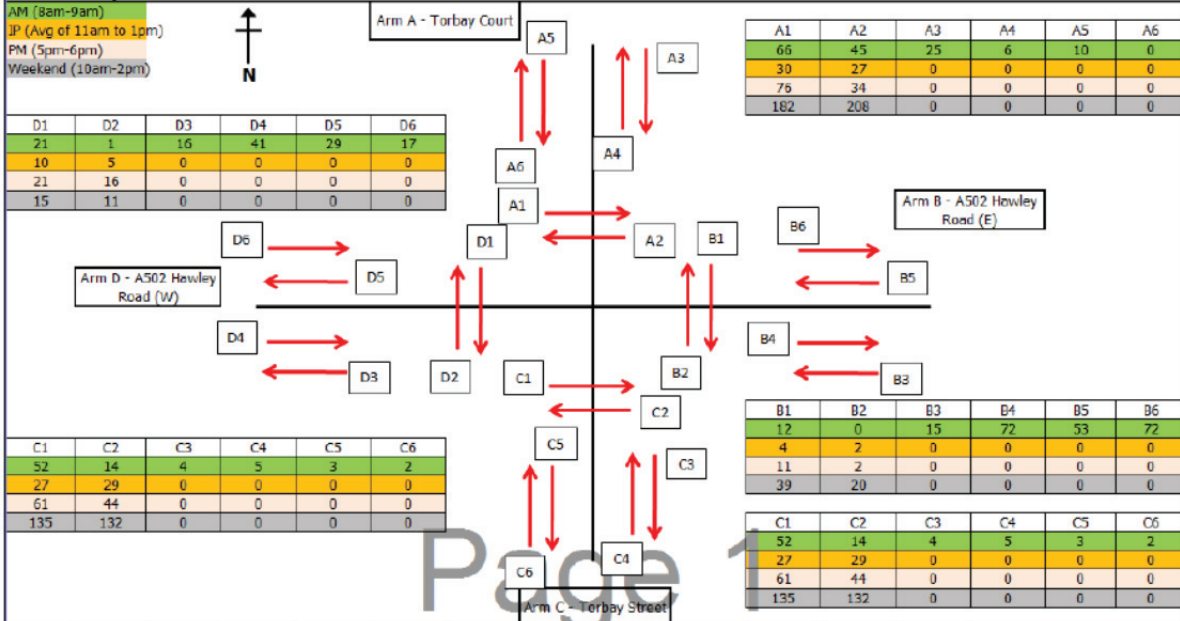


Page 1

Junction Number: MCC1_M4
Date of Survey: 19.06.2012 and 16.06.2012
Junction Name: Hawley Road / Leybourne Rd (eastern end)
Junction Type: Crossroads

Junction Layout

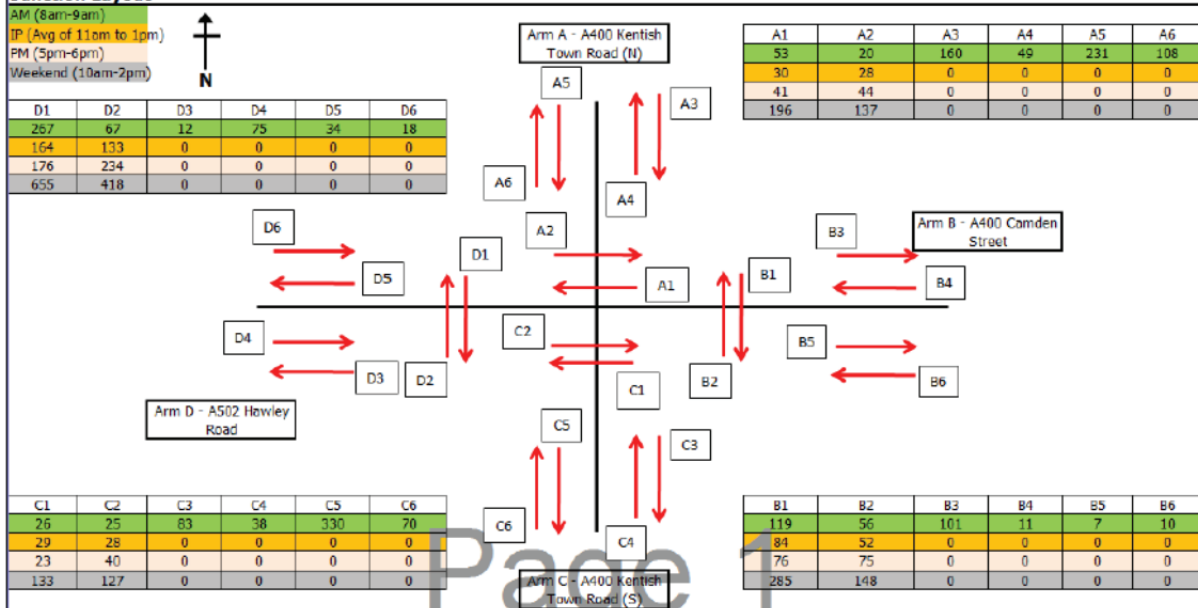
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Page 1

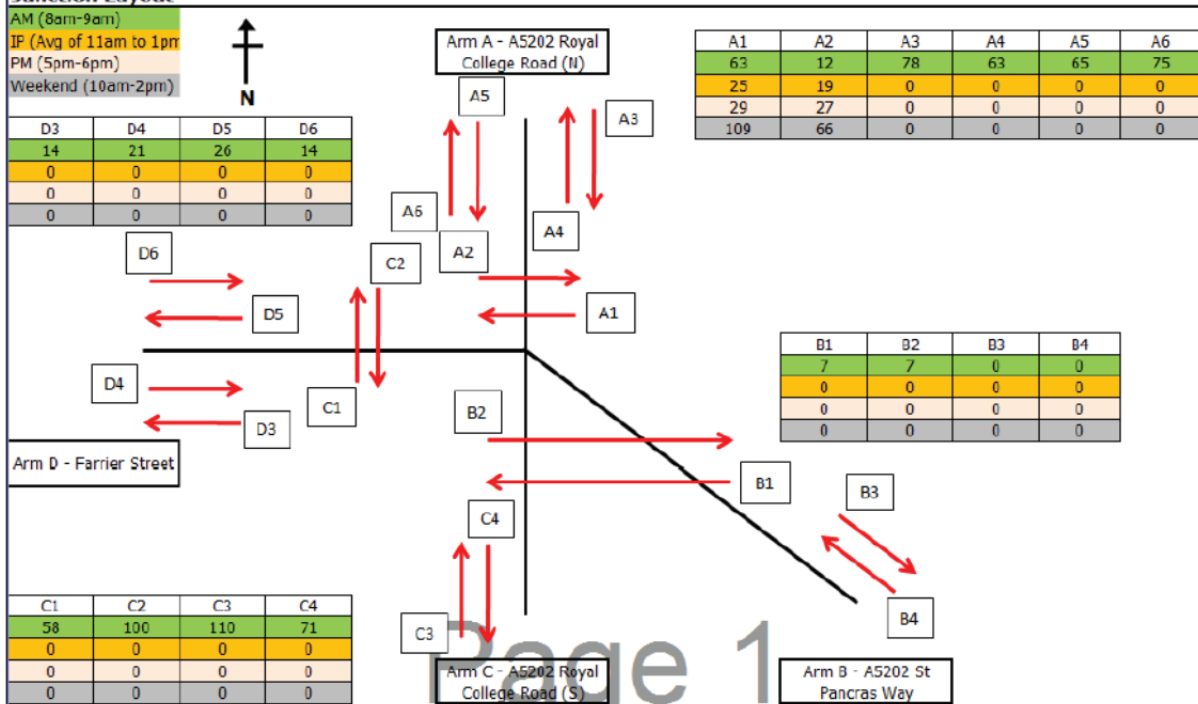
Junction Number: MCC1_M5
Date of Survey: 13.05.2012 and 16.06.2012
Junction Name: Kentish Town Rd/ Camden St / Hawley Rd
Junction Type: Crossroads

Junction Layout



Junction Number: MCC1_M6
Date of Survey: 13.06.2012 and 16.06.2012
Junction Name: Royal College St / St Pancras Way / Farrier St
Junction Type: Crossroads

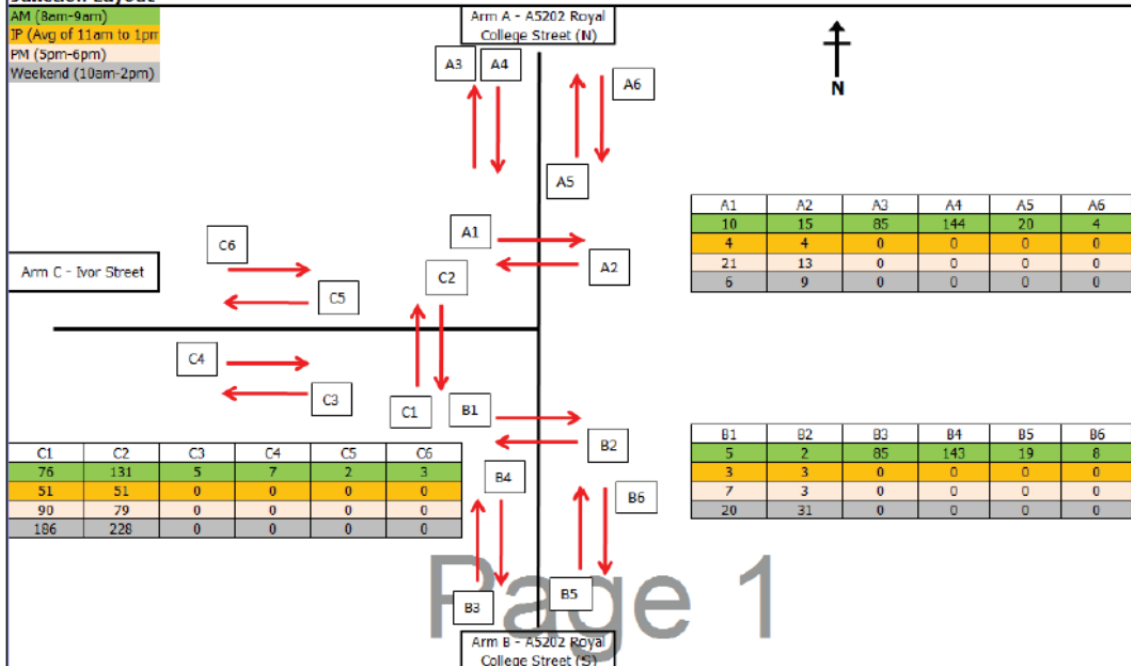
Junction Layout



Junction Number: MCC1_M7
Date of Survey: 13.06.2012 and 16.06.2012
Junction Name: Royal College St / Ivor St
Junction Type: T-junction

Junction Layout

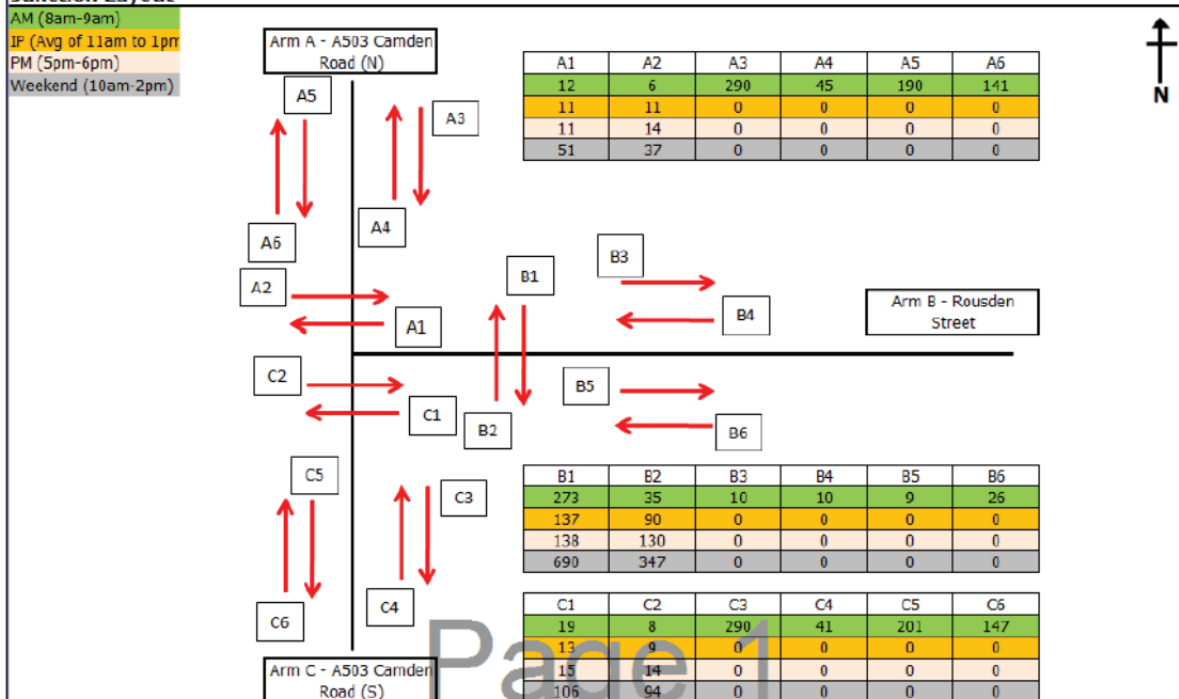
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC1_M8
Date of Survey: 13.06.2012 and 16.06.2012
Junction Name: Camden Rd / Rousden St
Junction Type: T-junction

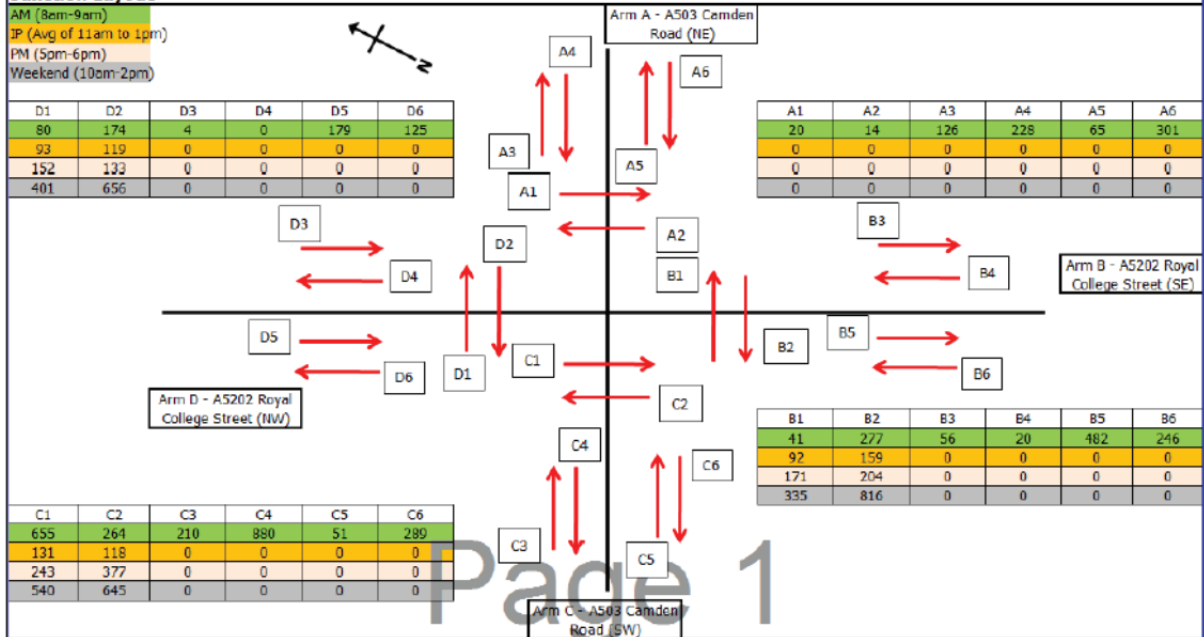
Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



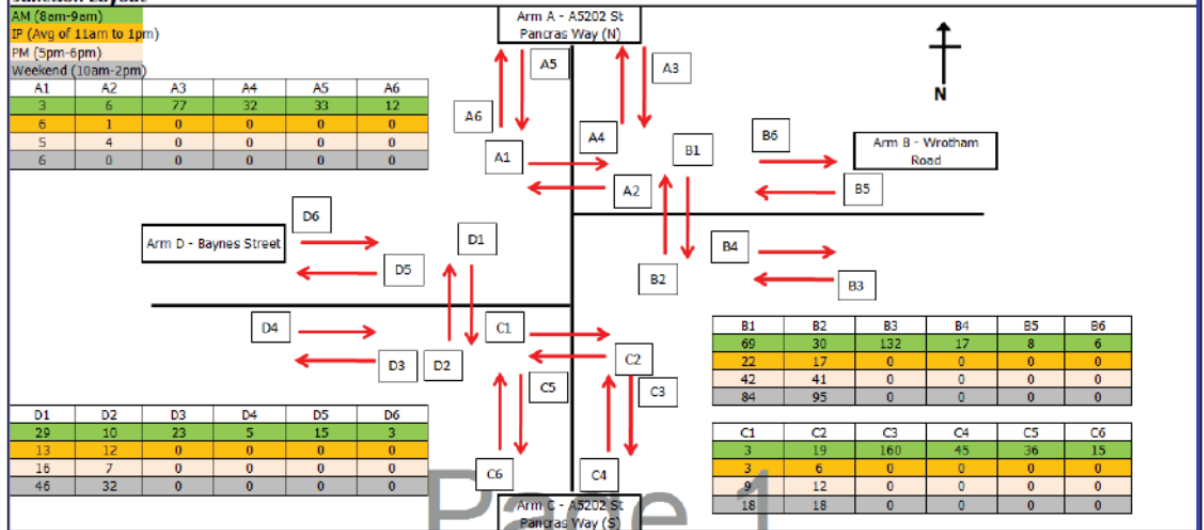
Junction Number: MCC1_M9
Date of Survey: 19.06.2012 and 23.06.2012
Junction Name: Camden Rd / Royal College St
Junction Type: Crossroads

Junction Layout



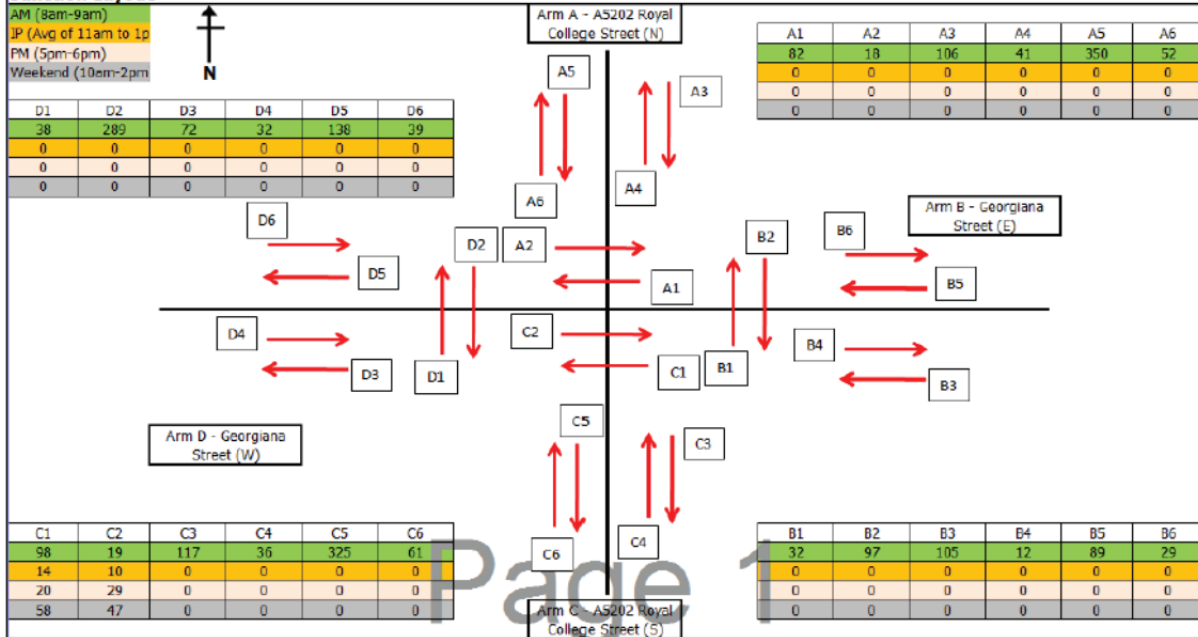
Junction Number: MCC1_M10
Date of Survey: 19.06.2012 and 23.06.2012
Junction Name: St Pancras Way / Baynes St / Wrotham Rd
Junction Type: Staggered Junction

Junction Layout



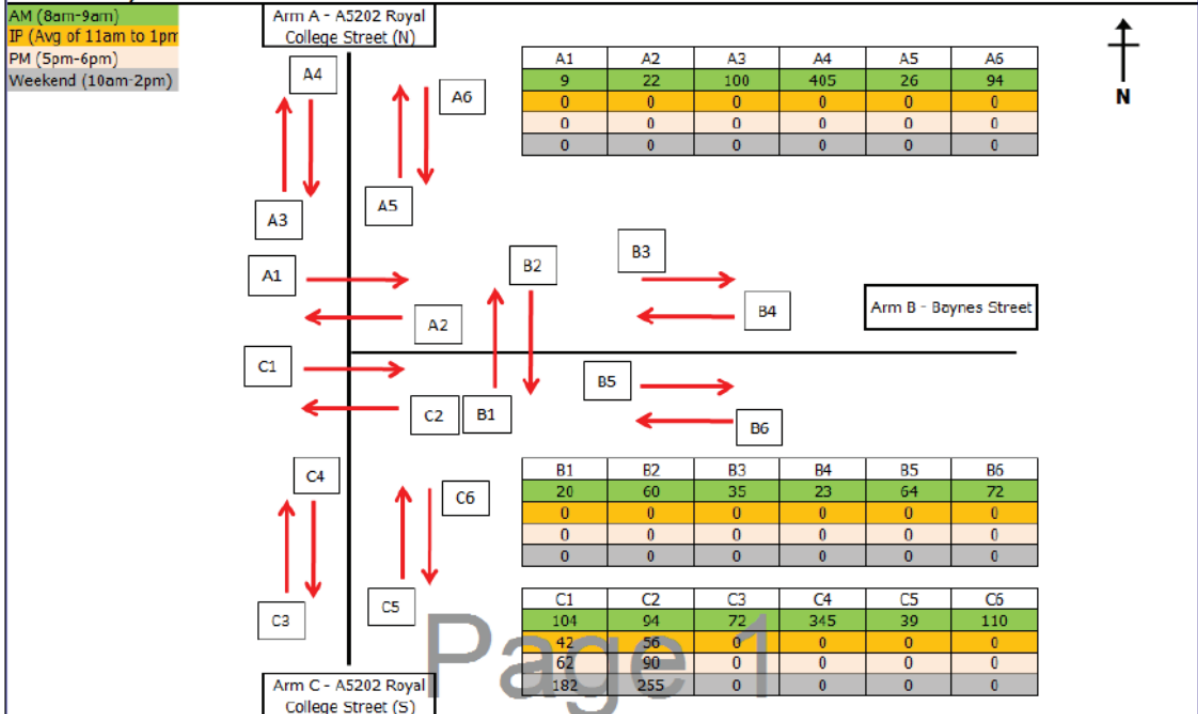
Junction Number: MCC1_M11
Date of Survey: 13.06.2012 and 16.06.2012
Junction Name: Royal College St / Lyme St / Georgiana St
Junction Type: Crossroads

Junction Layout



Junction Number: MCC1_M12
Date of Survey: 13.06.2012 and 16.06.2012
Junction Name: Royal College St / Baynes St
Junction Type: T-junction

Junction Layout

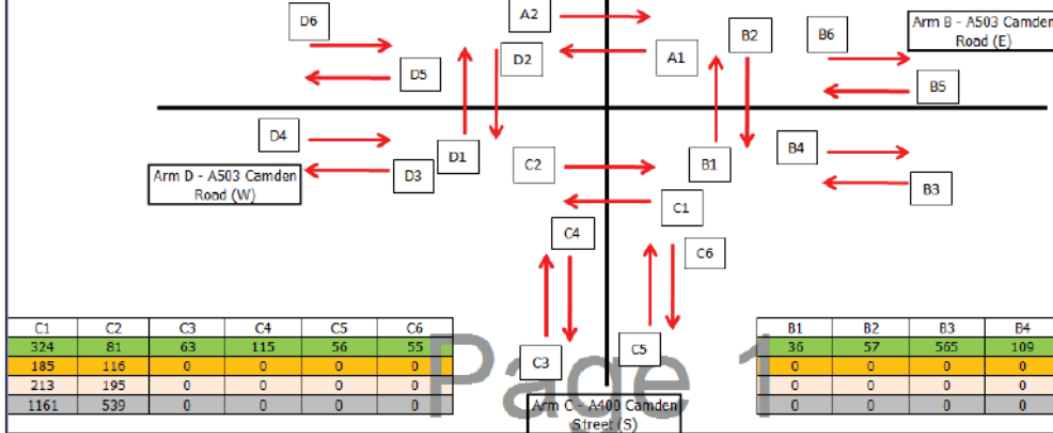


Junction Number: MCC1_M13
Date of Survey: 21.06.2012 and 16.06.2012
Junction Name: Camden St / Camden Rd
Junction Type: Crossroads

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

D1	D2	D3	D4	D5	D6
7	14	401	150	791	255
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



A1	A2	A3	A4	A5	A6
764	267	12	27	86	15
269	211	0	0	0	0
368	606	0	0	0	0
1581	756	0	0	0	0

C1	C2	C3	C4	C5	C6
324	81	63	115	56	55
185	116	0	0	0	0
213	195	0	0	0	0
1161	539	0	0	0	0

B1	B2	B3	B4	B5	B6
36	57	565	109	775	181
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

Junction Number: MCC1_M14
Date of Survey: 19.06.2012 and 16.06.2012
Junction Name: Chalk Farm Rd / Kentish Town Rd / Camden Rd / Camden High St
Junction Type: Signalised Junction

Junction Layout

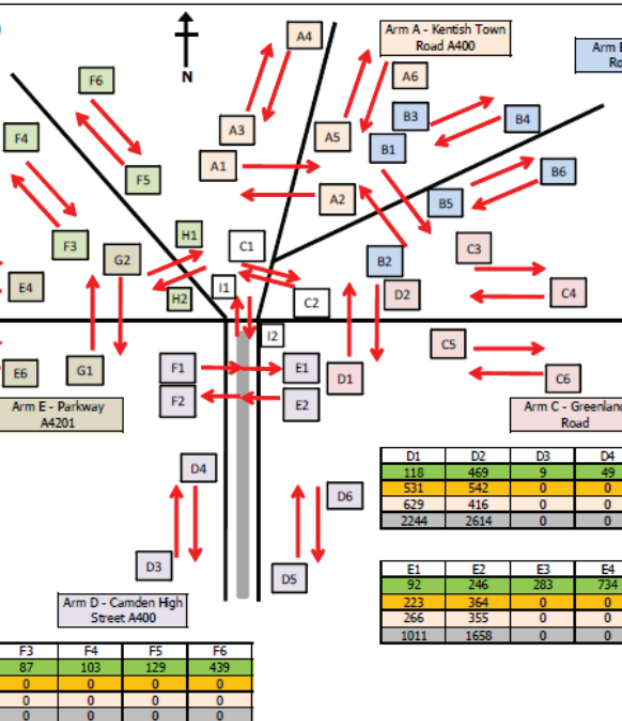
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

I1	I2
2	11
12	37
22	69
52	273

E1	E2
204	240
308	306
998	416
1455	1655

G1	G2
225	478
627	464
588	424
5568	2581

F1	F2	F3	F4	F5	F6
95	179	87	103	129	439
216	314	0	0	0	0
280	306	0	0	0	0
969	1591	0	0	0	0



A1	A2	A3	A4	A5	A6
833	931	553	467	70	480
446	640	0	0	0	0
958	1068	0	0	0	0
1544	2739	0	0	0	0

B1	B2	B3	B4	B5	B6
90	50	422	723	83	485
157	242	0	0	0	0
152	294	0	0	0	0
673	1234	0	0	0	0

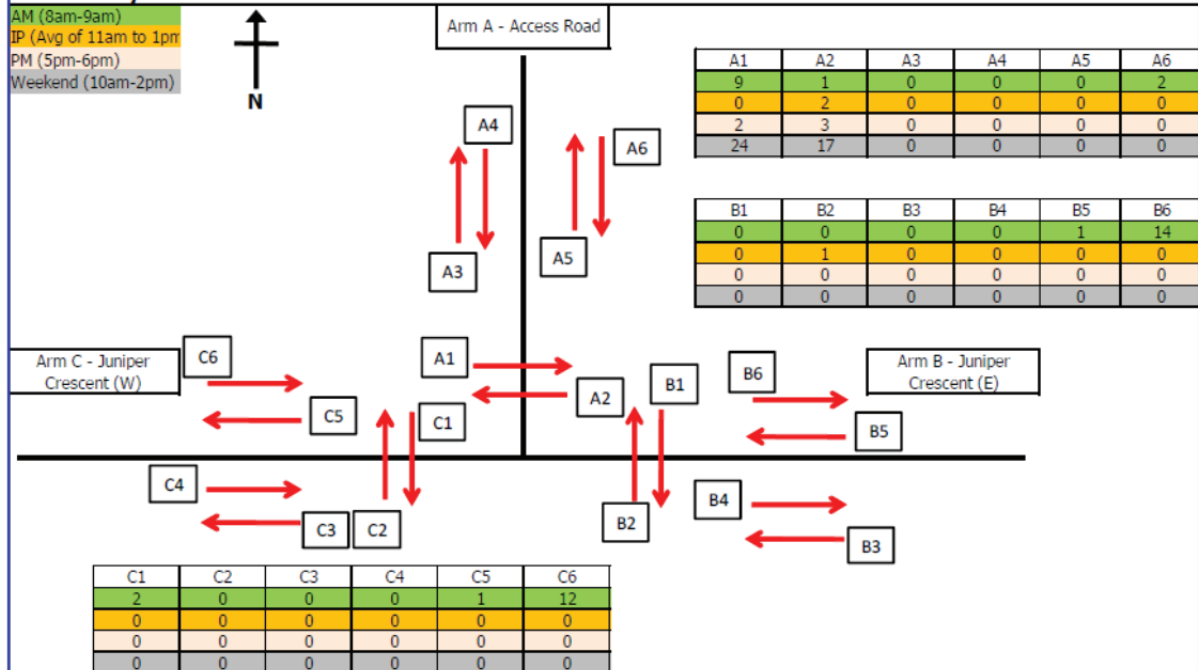
C1	C2	C3	C4	C5	C6
172	97	28	24	63	75
242	312	0	0	0	0
310	492	0	0	0	0
1087	1253	0	0	0	0

D1	D2	D3	D4	D5	D6
118	469	9	49	113	321
531	542	0	0	0	0
629	416	0	0	0	0
2244	2614	0	0	0	0

E1	E2	E3	E4	E5	E6
92	246	283	734	116	126
223	364	0	0	0	0
266	355	0	0	0	0
1011	1658	0	0	0	0

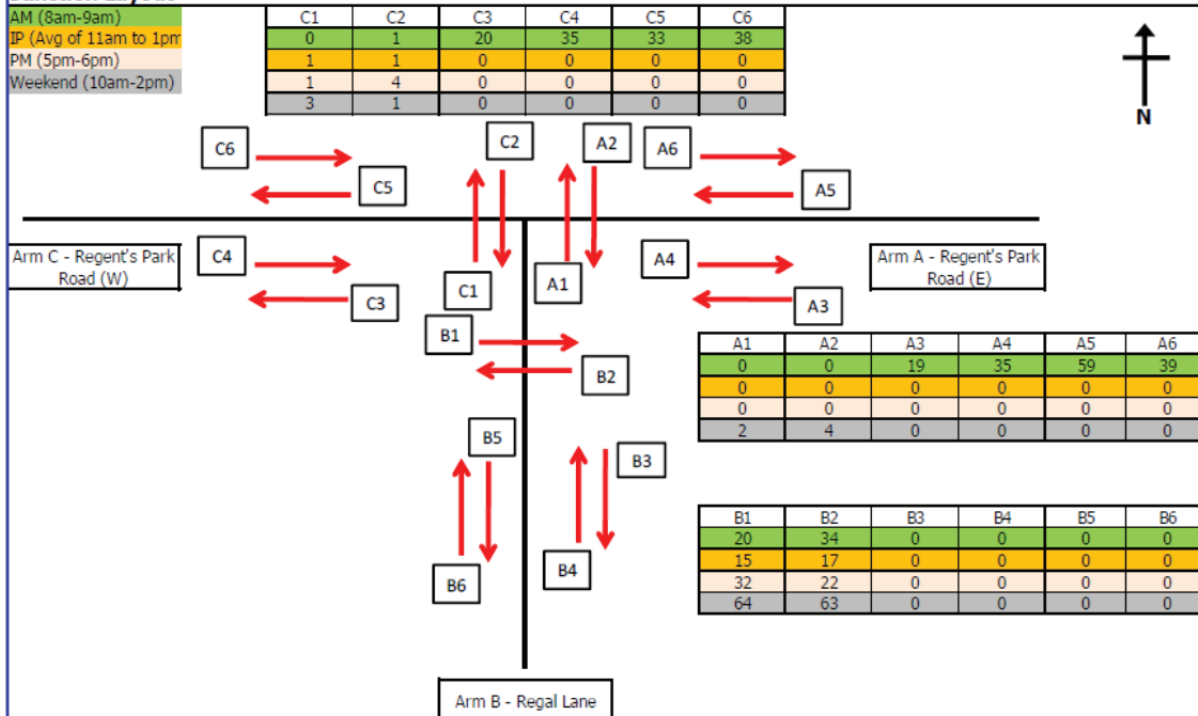
Junction Number: MCC1_M15
Date of Survey: 21.06.2012 and 16.06.2012
Junction Name: T junction Juniper Crescent (South end) off Chalk Farm Road
Junction Type: T-junction

Junction Layout



Junction Number: MCC1_M16
Date of Survey: 12.06.2012 and 23.06.2012
Junction Name: Regent's Park Rd / Regal Lane
Junction Type: T-junction

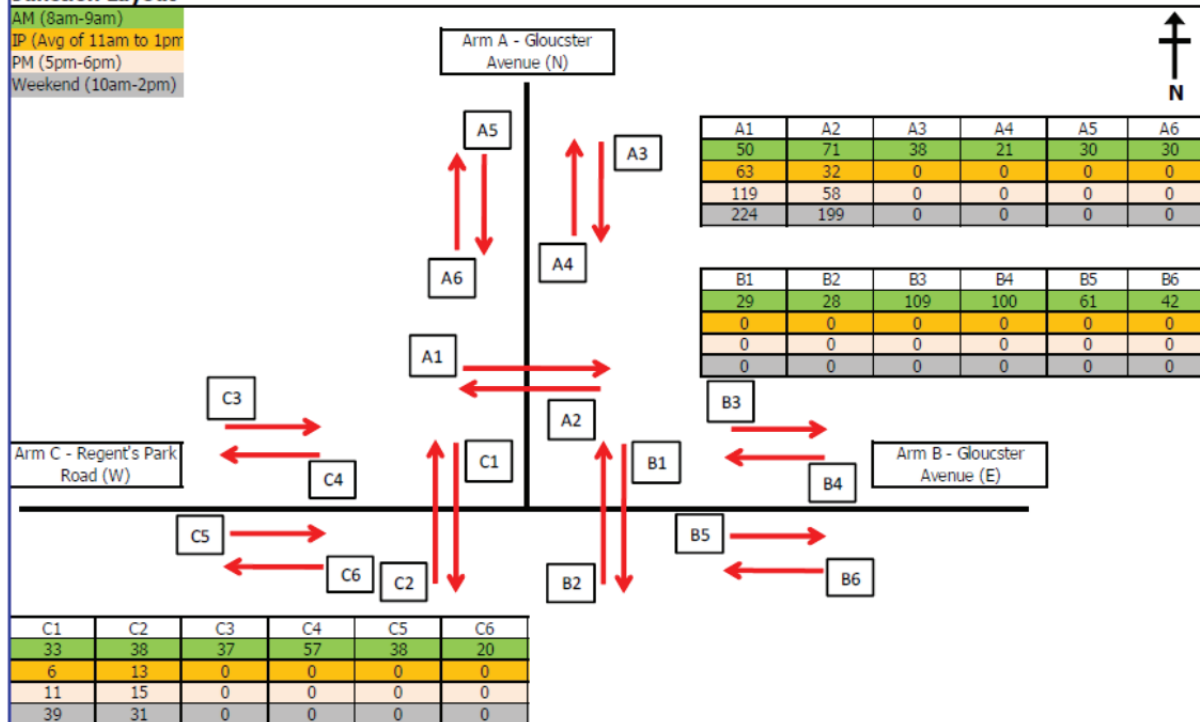
Junction Layout



Junction Number: MCC1_M17
Date of Survey: 12.06.2012 and 23.06.2012
Junction Name: Regent's Park Rd / Gloucester Avenue
Junction Type: T-junction

Junction Layout

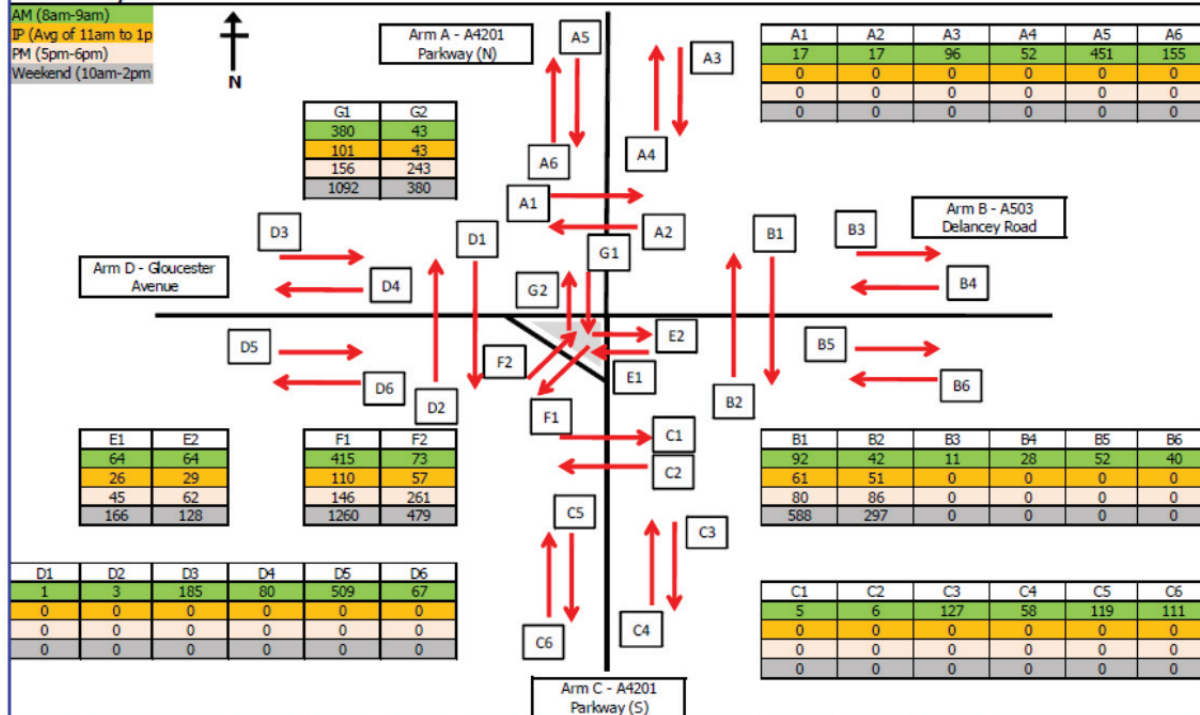
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC1_M18
Date of Survey: 12.06.2012 and 23.06.2012
Junction Name: Parkway / Delancey St / Gloucester Avenue
Junction Type: Crossroads

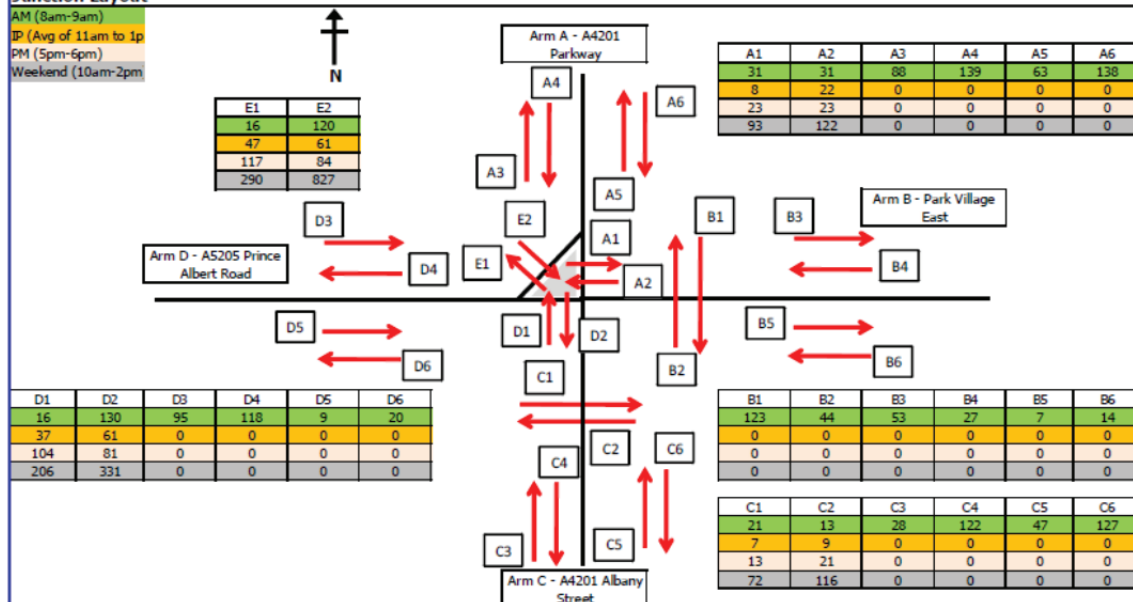
Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1p)
 PM (5pm-6pm)
 Weekend (10am-2pm)



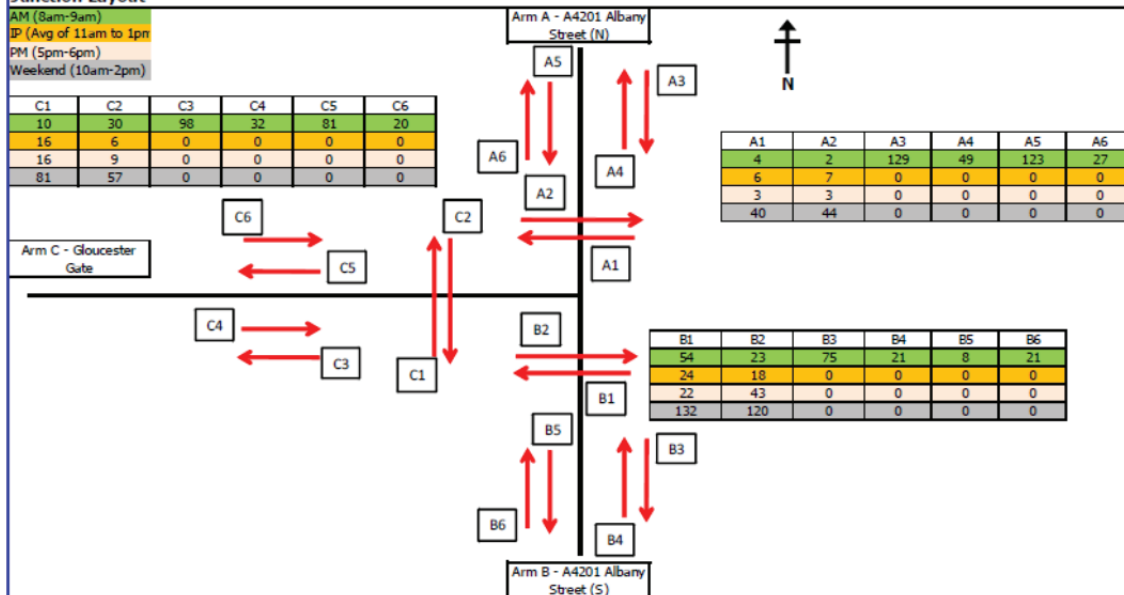
Junction Number: MCC1_M19
Date of Survey: 12.06.2012 and 16.06.2012
Junction Name: Prince Albert Rd / Park Village E / Albany St
Junction Type: Crossroads

Junction Layout



Junction Number: MCC1_M20
Date of Survey: 12.06.2012 and 16.06.2012
Junction Name: Gloucester Gate / Albany St
Junction Type: T-junction

Junction Layout

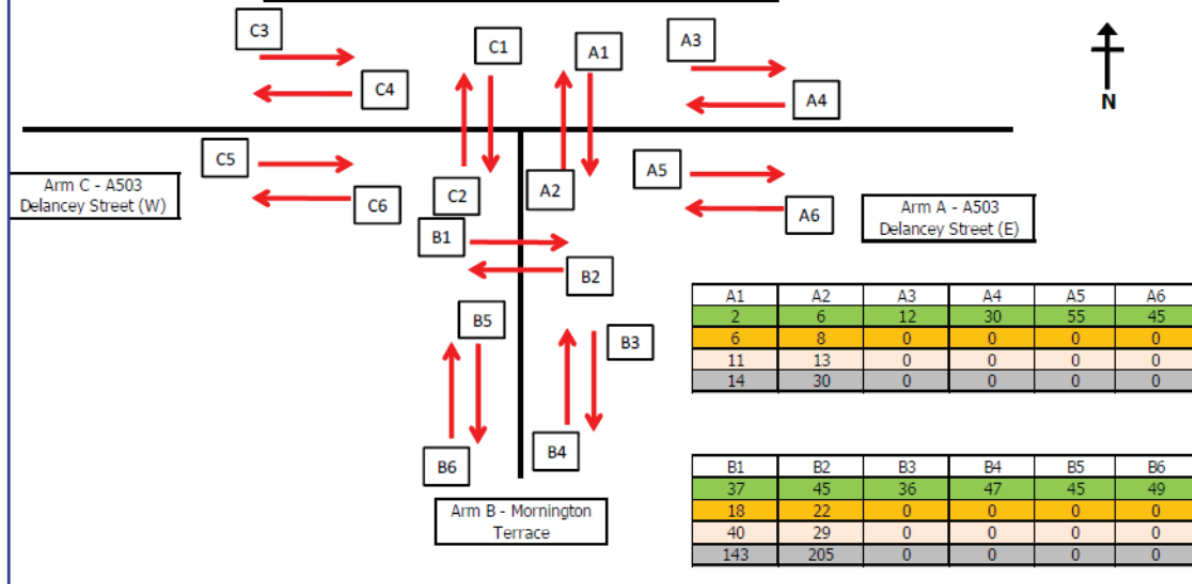


Junction Number: MCC1_M21
Date of Survey: 12.06.2012 and 23.06.2012
Junction Name: Delancey St / Mornington Terrace
Junction Type: T-junction

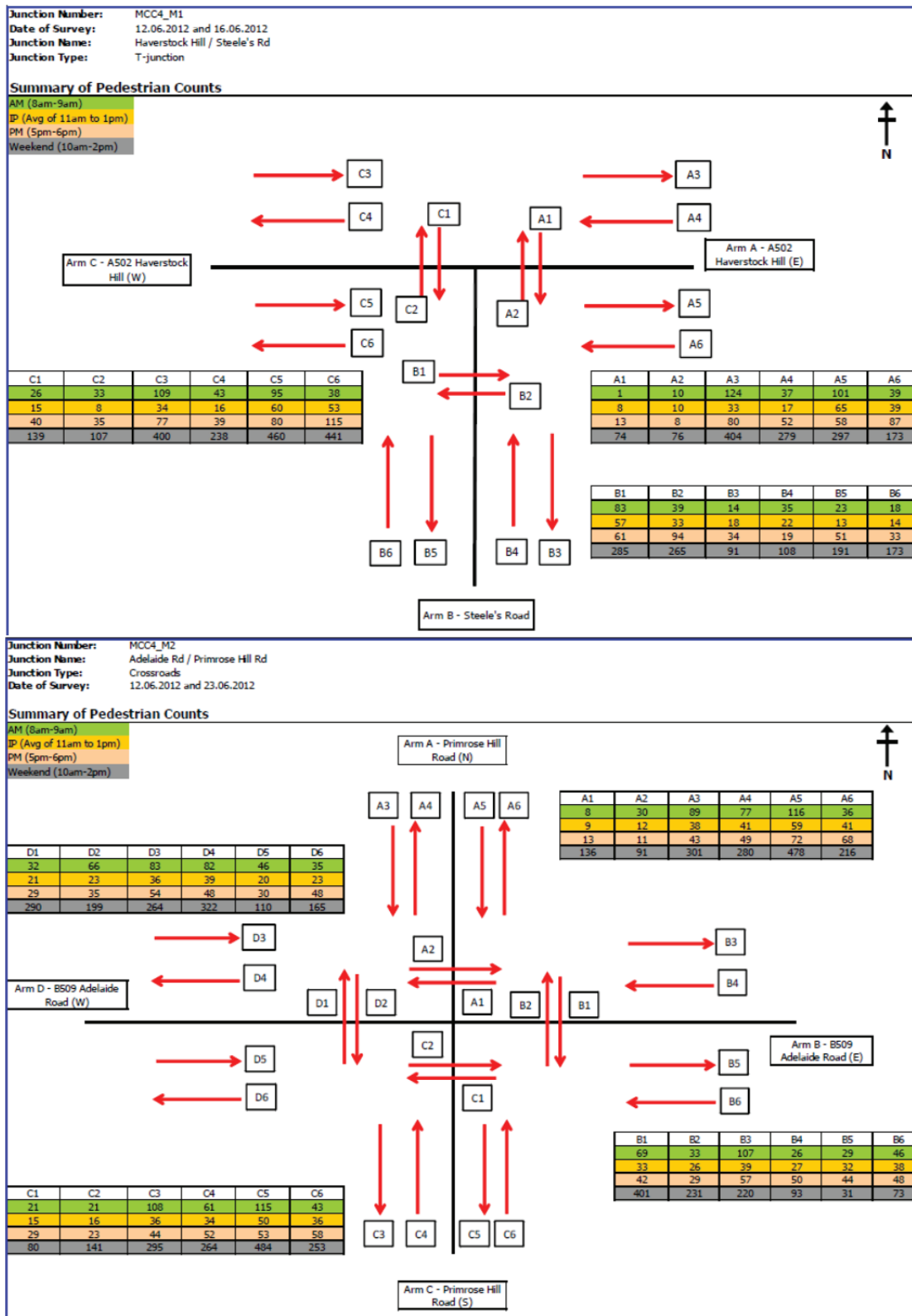
Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

C1	C2	C3	C4	C5	C6
2	1	15	29	61	61
2	2	0	0	0	0
11	2	0	0	0	0
4	3	0	0	0	0



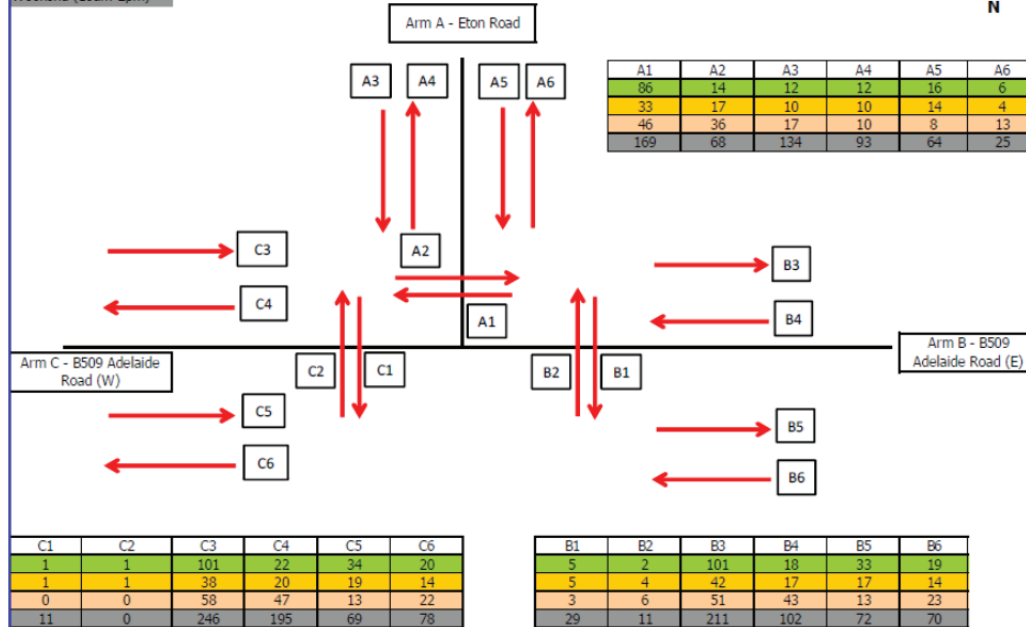
Appendix F.2 – Pedestrian Counts Sheet 4



Junction Number: MCC4_M3
Junction Name: Adelaide Rd / Eton Rd / Fellows Rd
Junction Type: T-junction
Date of Survey: 12.06.2012 and 16.06.2012

Summary of Pedestrian Counts

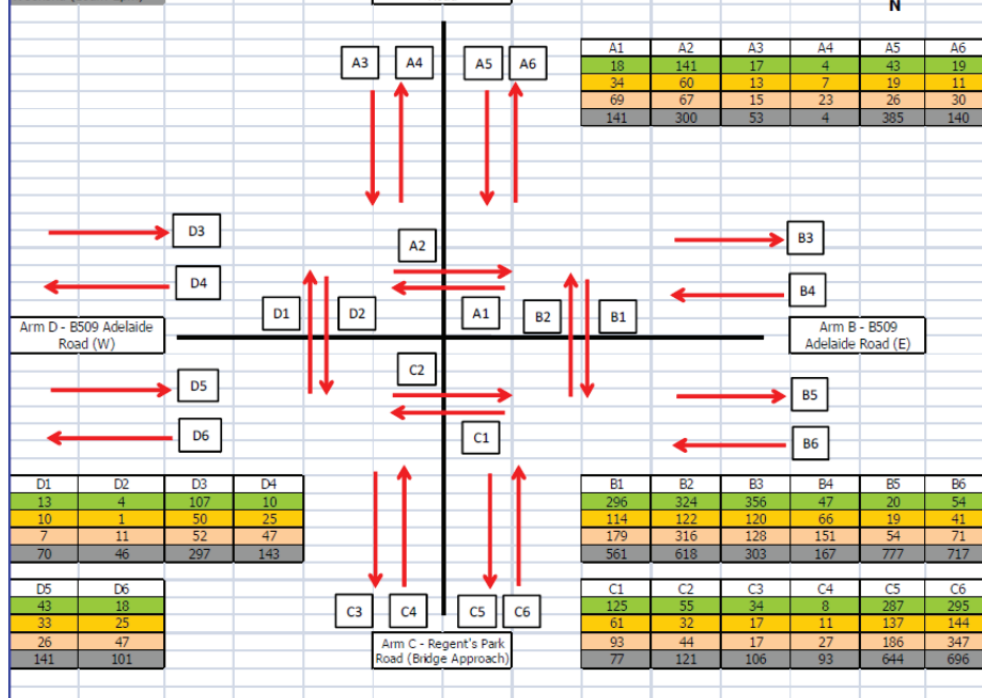
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC4_M4
Date of Survey: 12.06.2012 and 16.06.2012
Junction Name: Adelaide Rd / Eton College Rd / Regent's Park Rd
Junction Type: Crossroads

Summary of Pedestrian Counts

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

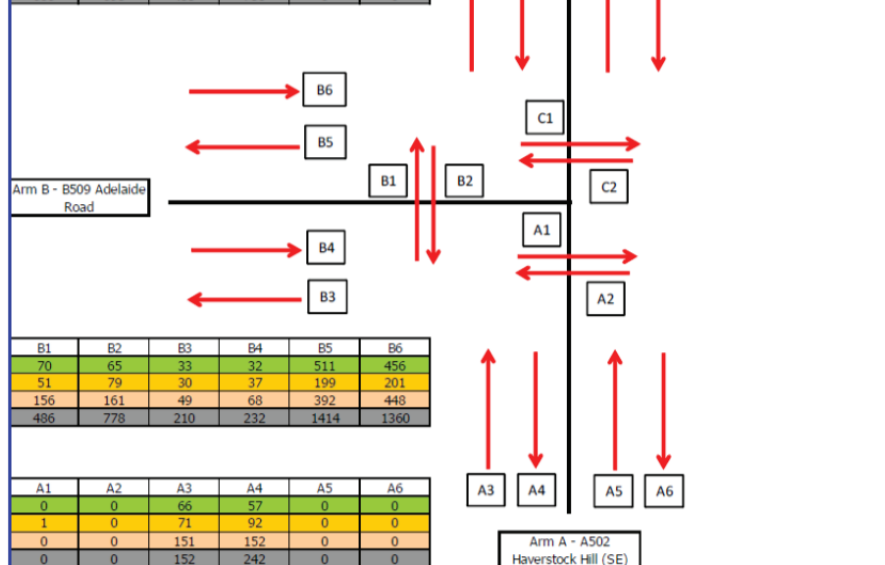


Junction Number: MCC4_M5
Date of Survey: 12.06.2012 and 23.06.2012
Junction Name: Adelaide Rd / Haverstock Hill
Junction Type: T-junction

Summary of Pedestrian Counts

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

C1	C2	C3	C4	C5	C6
308	195	69	305	0	0
111	103	56	98	0	0
235	194	98	108	0	0
600	698	435	758	0	0



B1	B2	B3	B4	B5	B6
70	65	33	32	511	456
51	79	30	37	199	201
156	161	49	68	392	448
486	778	210	232	1414	1360

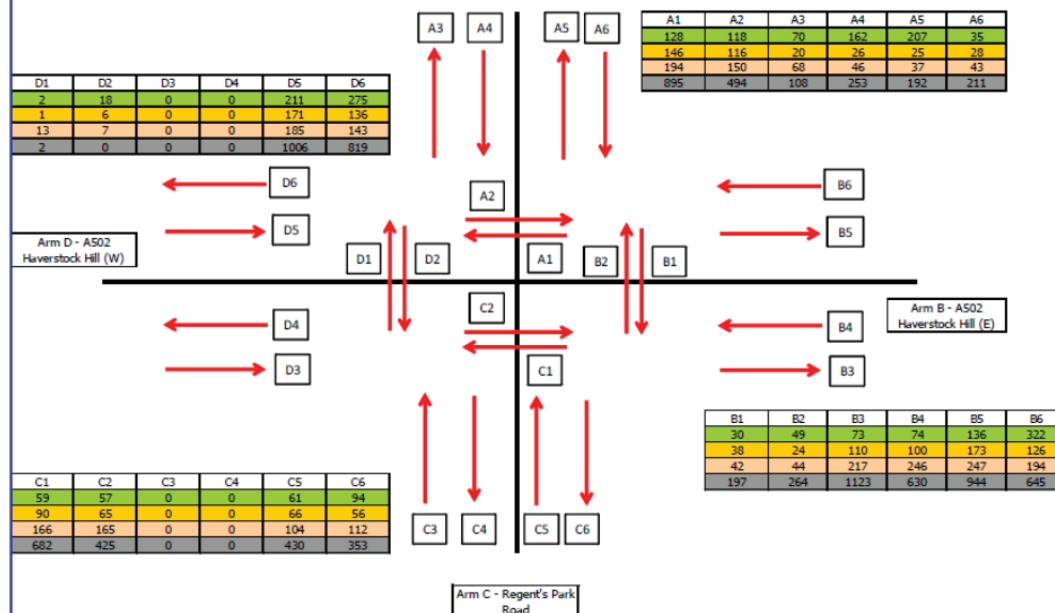
A1	A2	A3	A4	A5	A6
0	0	66	57	0	0
1	0	71	92	0	0
0	0	151	152	0	0
0	0	152	242	0	0

Junction Number: MCC4_M6
Date of Survey: 12.06.2012 and 16.06.2012
Junction Name: Haverstock Hill / Crogsland Rd / Regent's Park Rd
Junction Type: Crossroads

Summary of Pedestrian Counts

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

D1	D2	D3	D4	D5	D6
2	18	0	0	211	275
1	6	0	0	171	136
13	7	0	0	185	143
2	0	0	0	1006	819

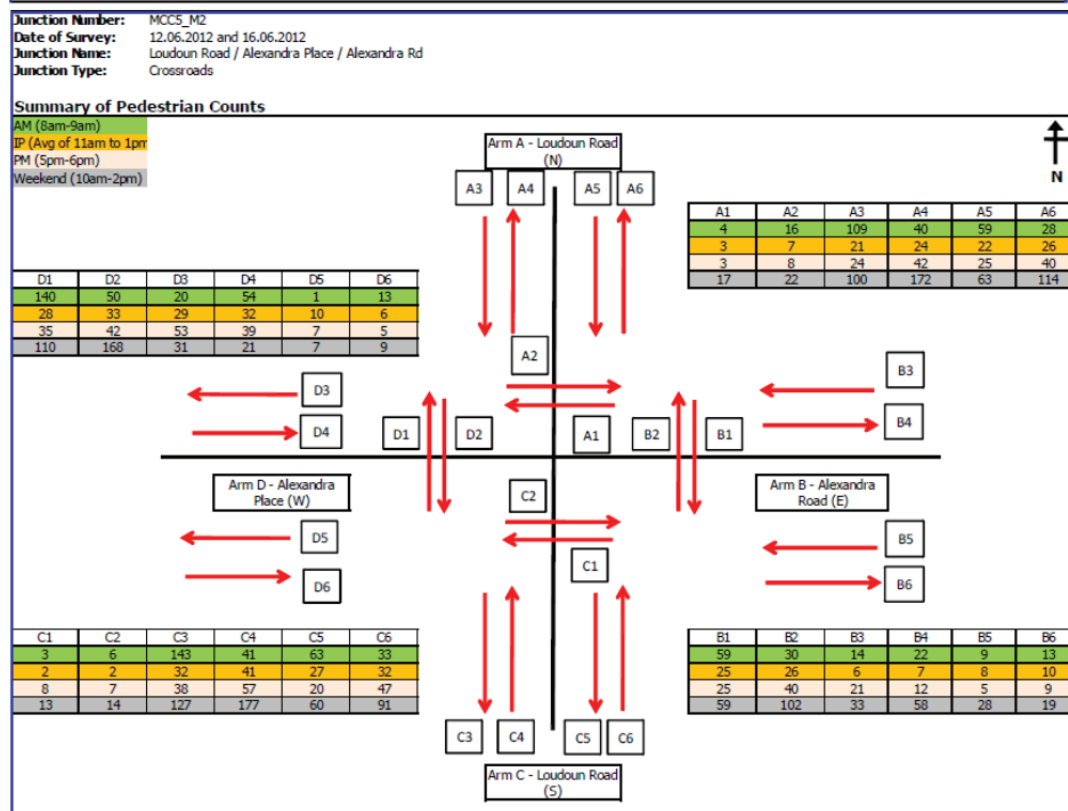
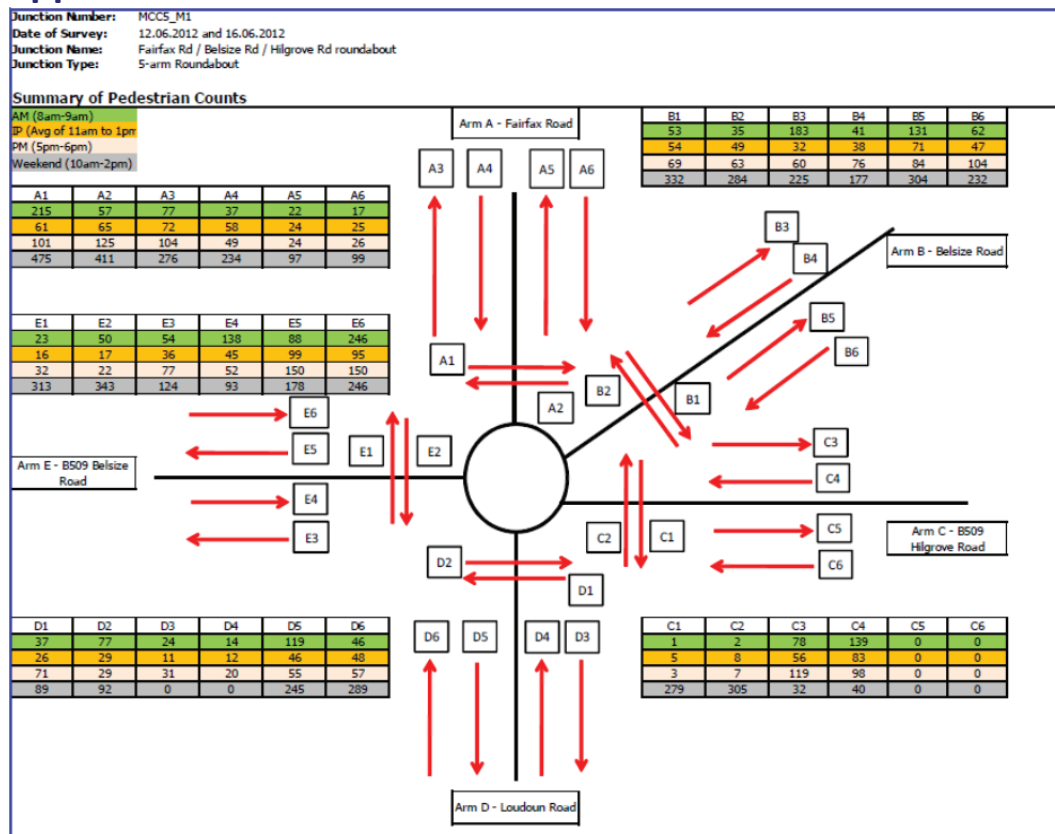


A1	A2	A3	A4	A5	A6
128	118	70	162	207	35
146	116	20	26	25	28
194	150	68	46	37	43
895	494	108	253	192	211

B1	B2	B3	B4	B5	B6
30	49	73	74	136	322
38	24	110	100	173	126
42	44	217	246	247	194
197	264	1123	630	944	645

C1	C2	C3	C4	C5	C6
59	57	0	61	94	94
90	65	0	66	56	56
166	165	0	104	112	112
682	425	0	430	353	353

Appendix F.3 – Pedestrian Counts Sheet 5



Junction Number: MCC5_M3
Date of Survey: 19.06.2012 and 16.06.2012
Junction Name: Loudoun Road / Boundry Rd
Junction Type: Crossroads

Summary of Pedestrian Counts

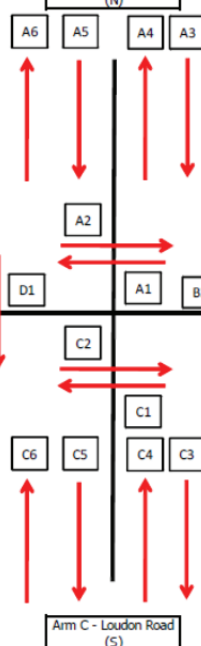
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

D1	D2	D3	D4	D5	D6
105	31	12	44	36	182
24	16	11	12	11	12
22	38	13	15	31	10
72	108	28	57	42	53

Arm D - Boundry Road (W)

C1	C2	C3	C4	C5	C6
36	169	32	19	51	20
12	15	13	17	21	12
35	13	17	25	16	35
61	66	41	65	76	107

Arm A - Loudoun Road (N)



A1	A2	A3	A4	A5	A6
28	198	102	29	33	26
13	20	29	33	21	16
23	20	29	51	22	39
36	77	83	76	60	102

B1	B2	B3	B4	B5	B6
211	20	33	95	53	204
16	9	36	34	19	23
10	18	57	37	46	21
28	25	79	126	79	94

Junction Number: MCC5_M4
Date of Survey: 12.06.2012 and 23.06.2012
Junction Name: Hilgrove Rd / Finchley Rd / Adelaide Rd
Junction Type: Crossroads

Summary of Pedestrian Counts

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

A1	A2	A3	A4	A5	A6
9	6	96	94	92	34
8	4	108	61	35	31
9	10	103	78	58	80
60	34	447	295	229	163

Arm D - B509 Hilgrove Road

D1	D2	D3	D4	D5	D6
35	37	117	70	42	33
25	28	41	16	18	32
36	25	27	24	25	47
193	143	252	77	115	127

C1	C2	C3	C4	C5	C6
34	23	29	68	18	21
18	17	36	30	22	16
27	35	51	28	22	22
110	110	153	119	66	46

Arm A - A41 Finchley Road (N)

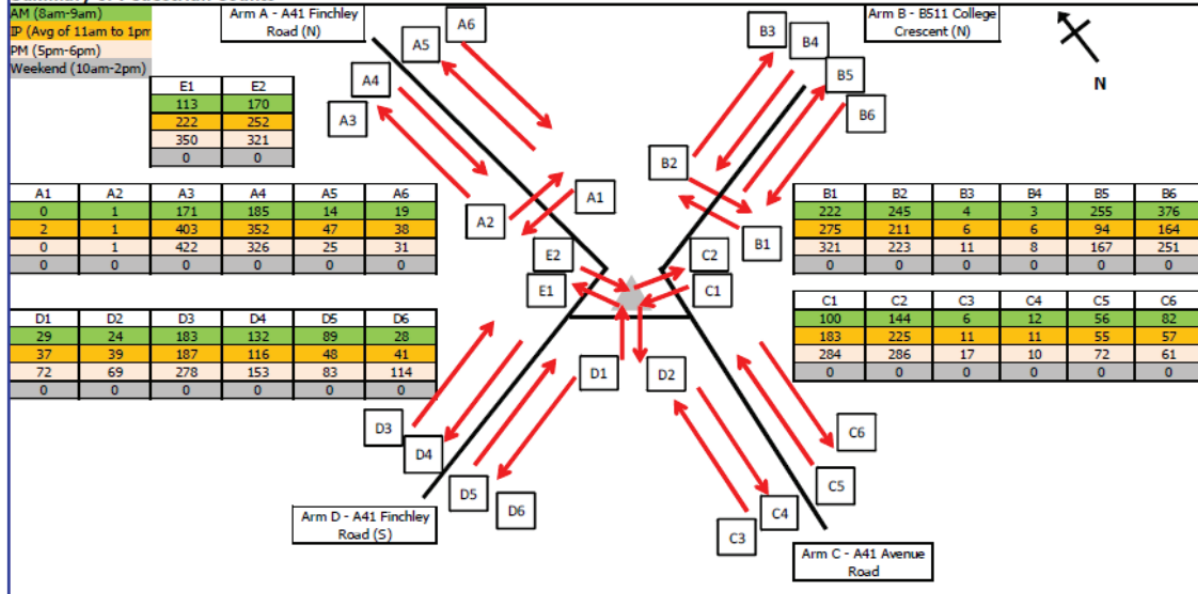


B1	B2	B3	B4	B5	B6
47	28	23	73	17	20
25	24	25	27	25	20
37	45	63	37	36	23
158	136	164	152	198	155

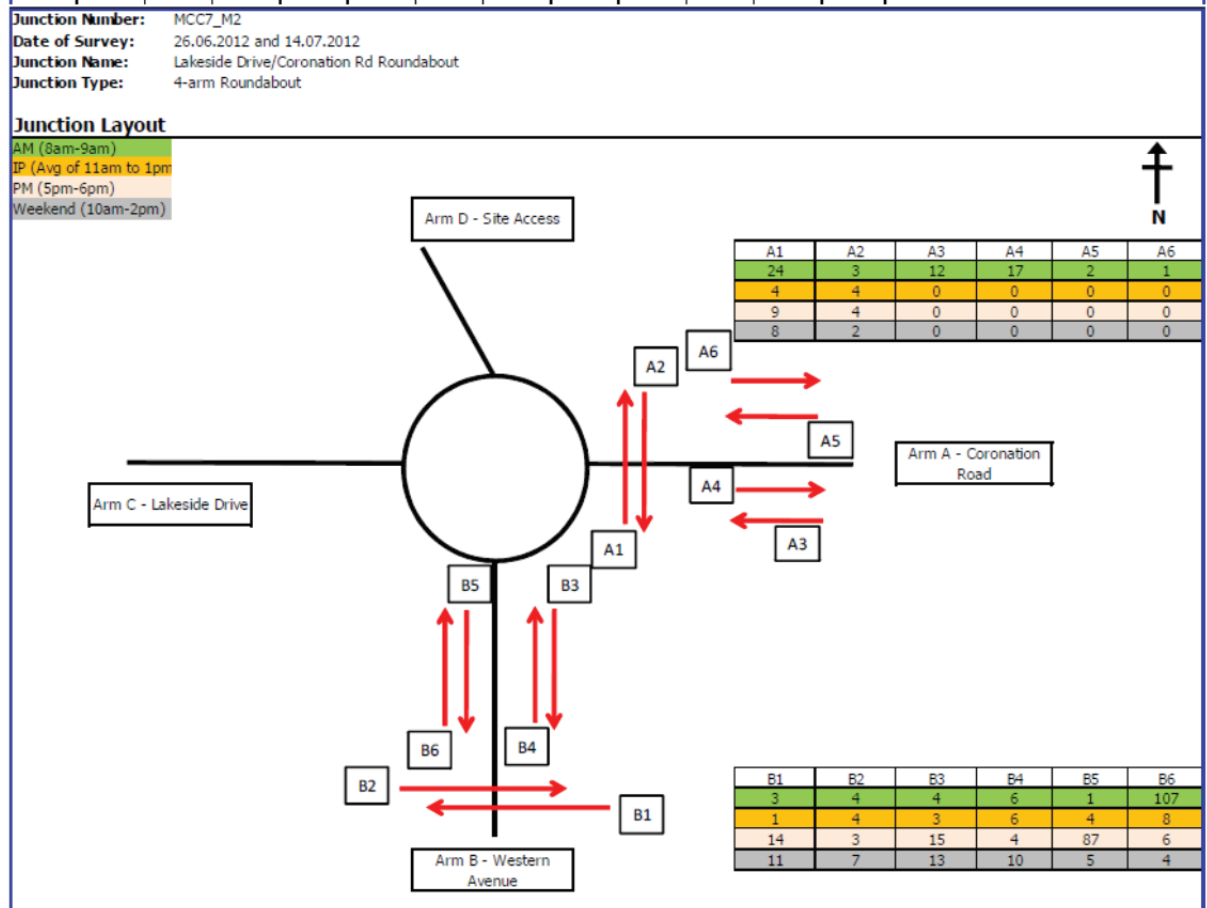
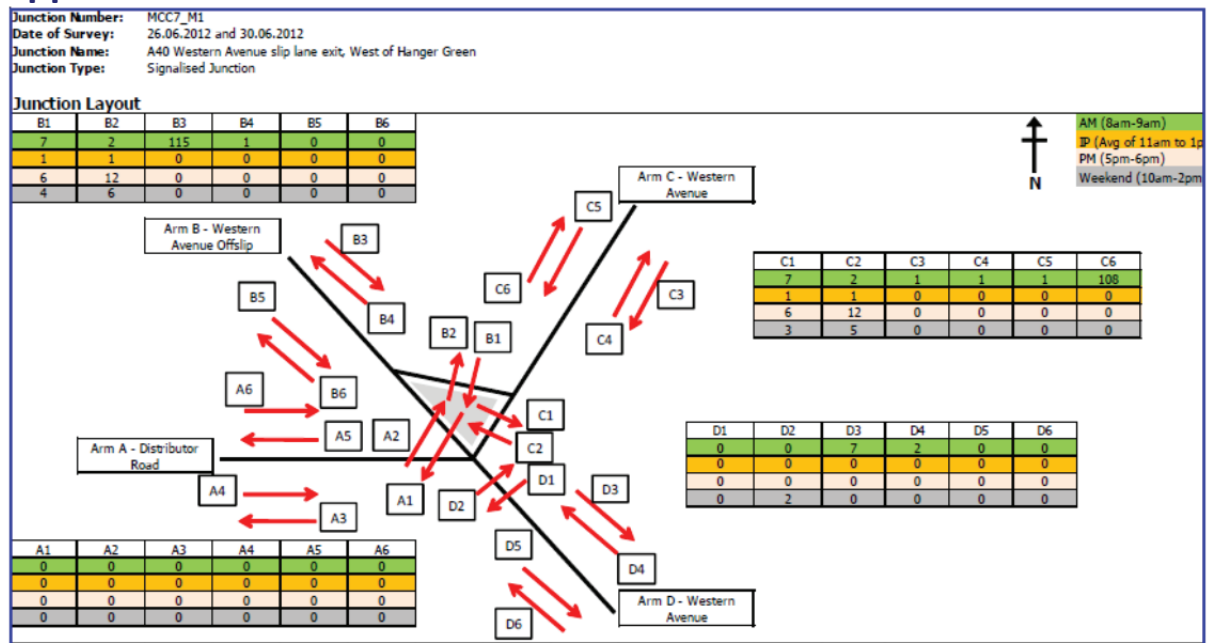
E1	E2	F1	F2	G1	G2
36	27	64	78	40	82
30	30	48	57	46	52
43	37	70	57	42	49
186	151	255	215	197	190

Junction Number: MCC5_M5_M6
Date of Survey: 19.06.2012 and 16.06.2012
Junction Name: Finchley Rd / Ave Rd / College Crescent
Junction Type: Signalised Junction

Summary of Pedestrian Counts

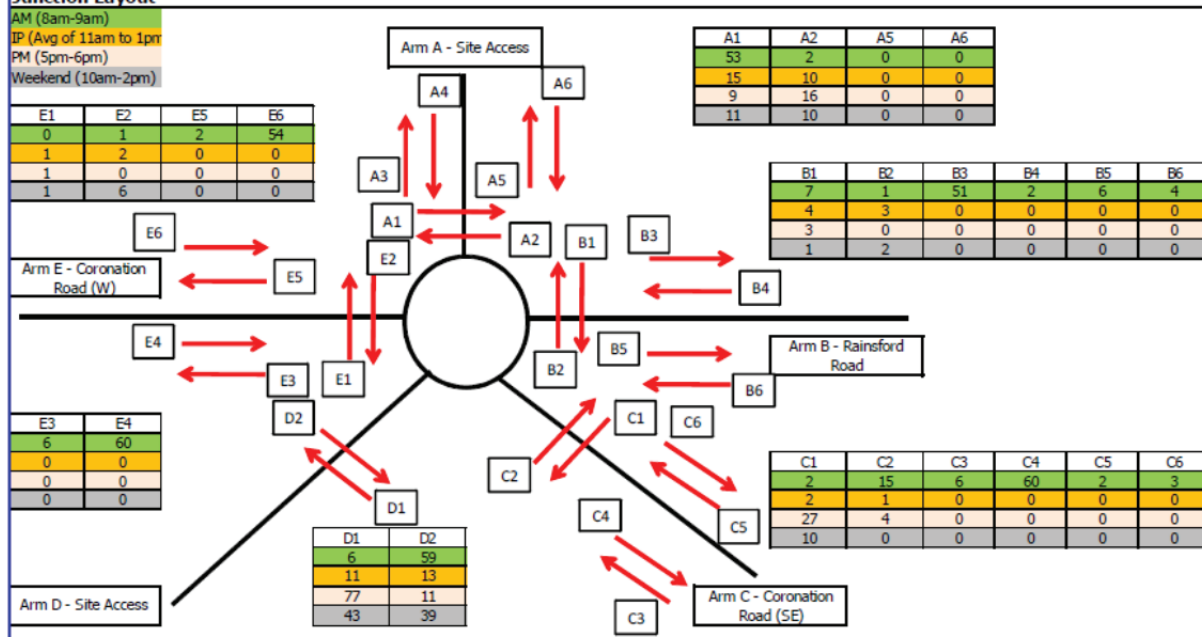


Appendix F.4 – Pedestrian Counts Sheet 7



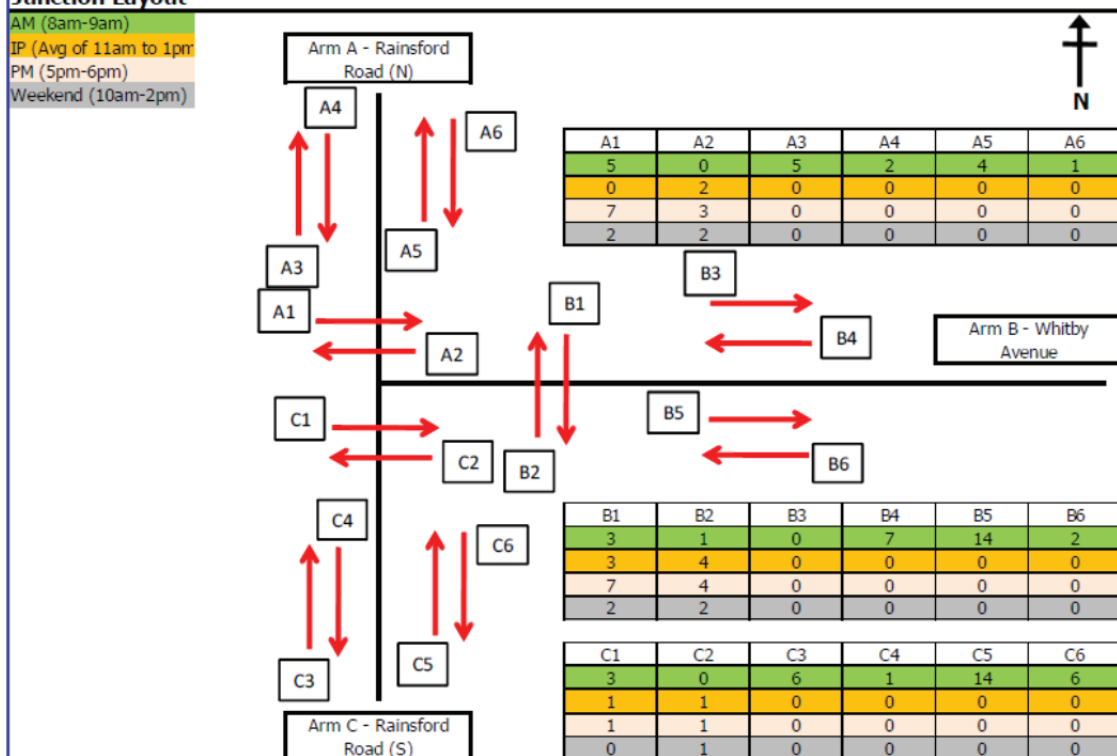
Junction Number: MCC7_M3
Date of Survey: 26.06.2012 and 30.06.2012
Junction Name: Rainsford Road / Coronation Rd Roundabout
Junction Type: 5-arm Roundabout

Junction Layout



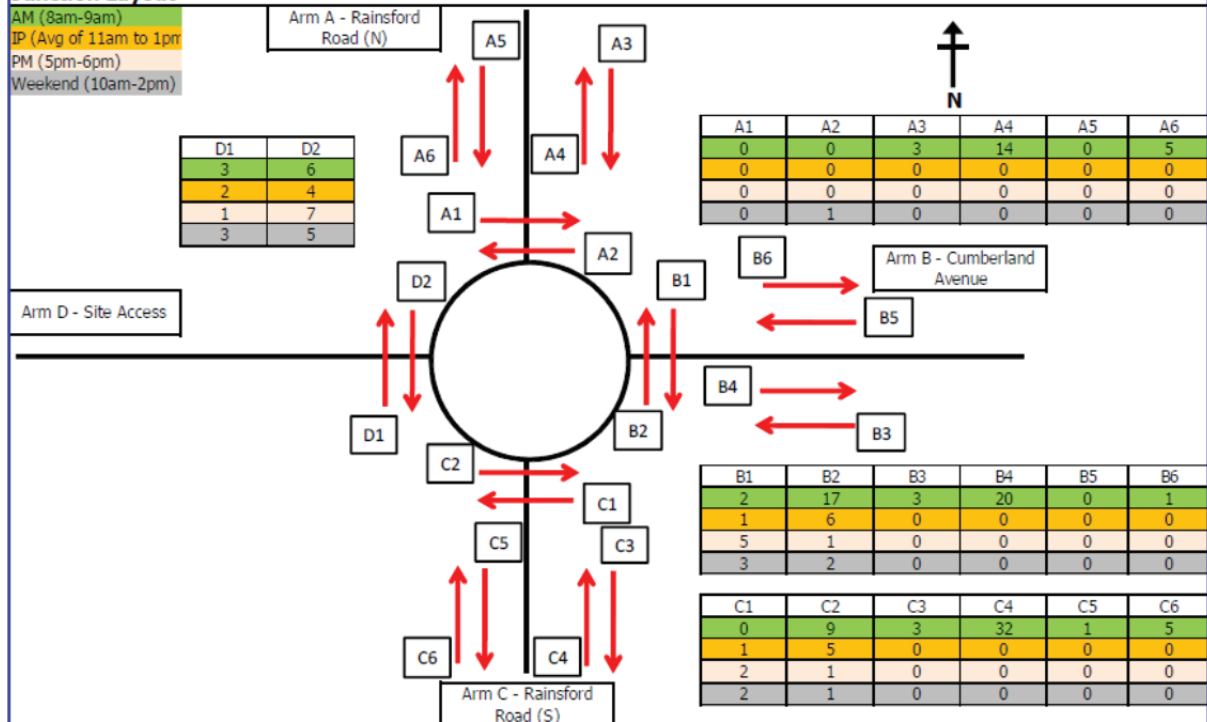
Junction Number: MCC7_M4
Date of Survey: 26.06.2012 and 30.06.2012
Junction Name: Rainsford Road / Whitby Ave
Junction Type: T-junction

Junction Layout



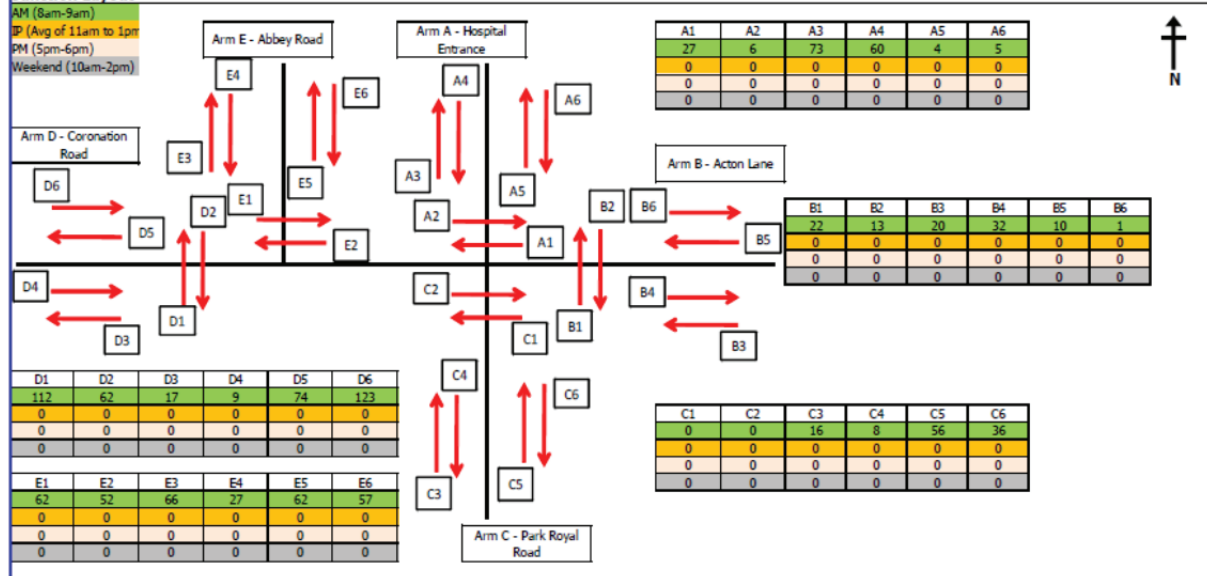
Junction Number: MCC7_M5
Date of Survey: 26.06.2012 and 30.06.2012
Junction Name: Rainsford Road / Cumberland Ave Roundabout
Junction Type: 4-arm Roundabout

Junction Layout



Junction Number: MCC7_M6
Date of Survey: 26.06.2012 and 30.06.2012
Junction Name: Abbey Road / Acton Lane / Park Royal Road / Coronation Road
Junction Type: Signalised Junction

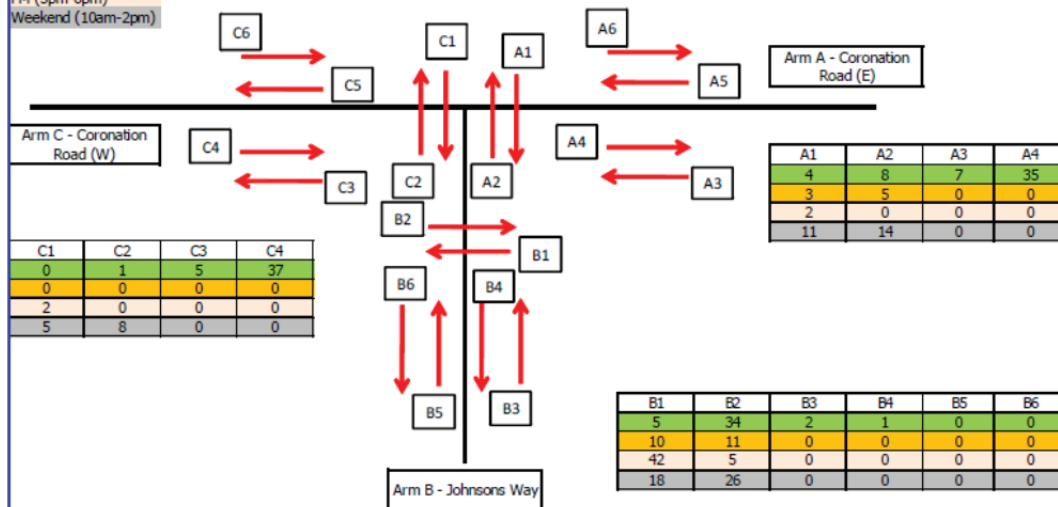
Junction Layout



Junction Number: MCC7_M7
Date of Survey: 26.06.2012 and 30.06.2012
Junction Name: Coronation Road / Johnsons Way
Junction Type: T-junction

Junction Layout

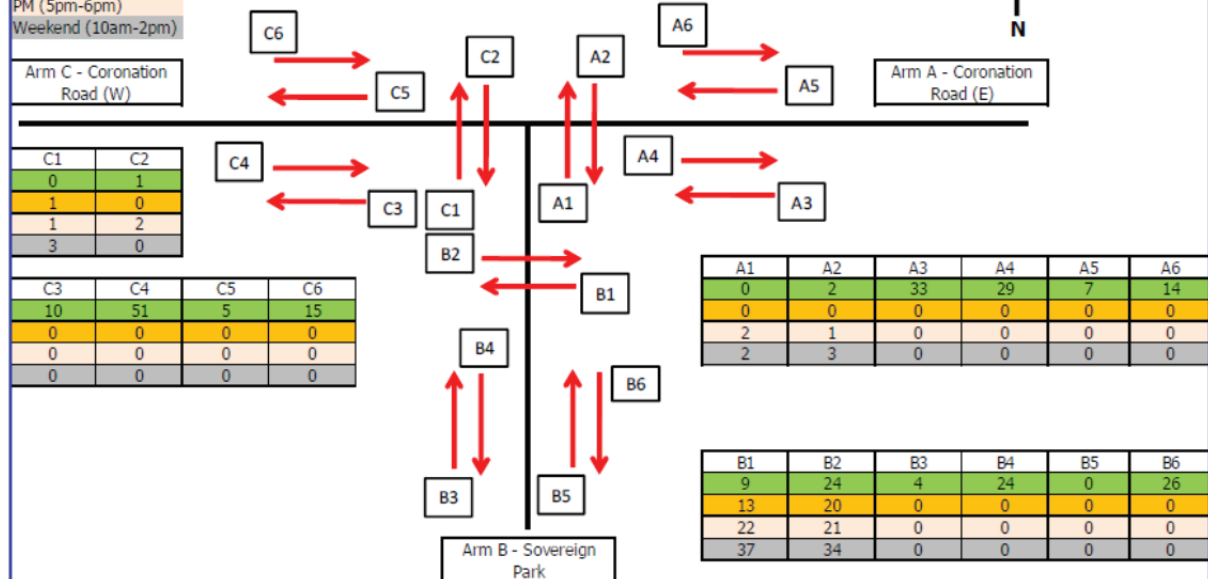
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC7_M8
Date of Survey: 26.06.2012 and 30.06.2012
Junction Name: Coronation Road / Sovereign Park
Junction Type: T-junction

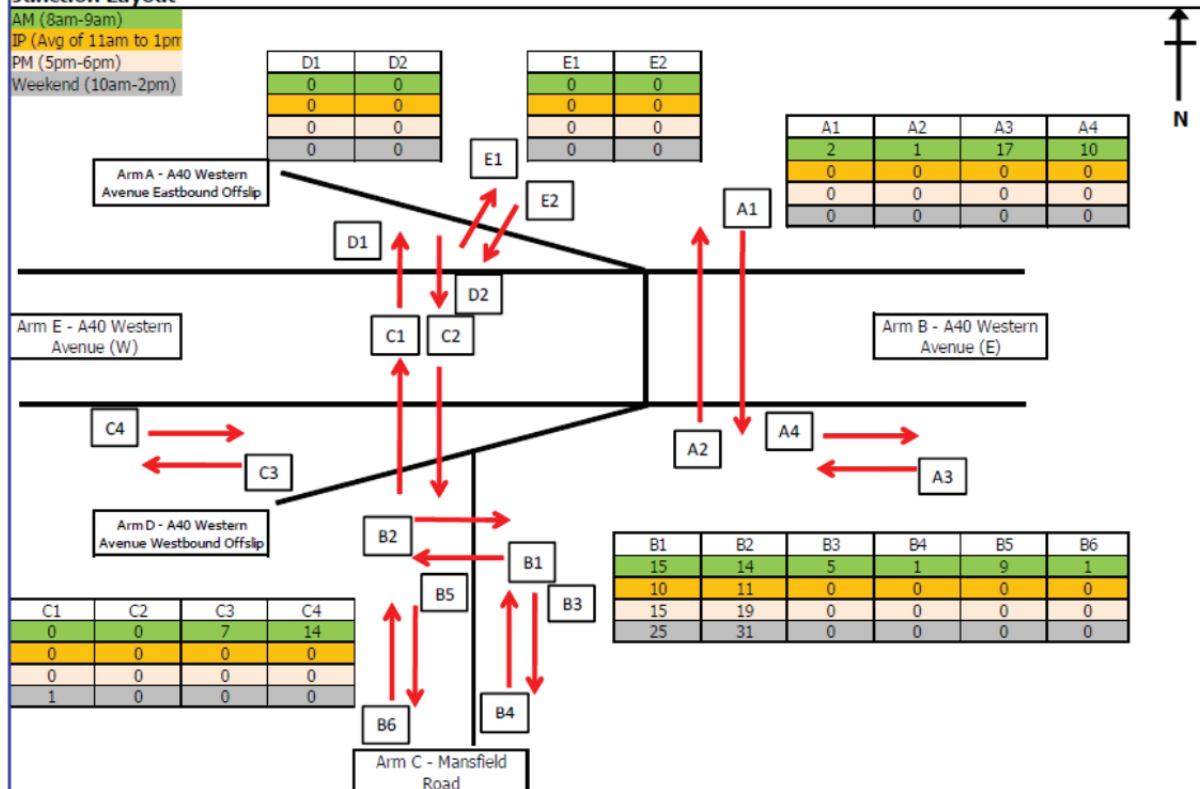
Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



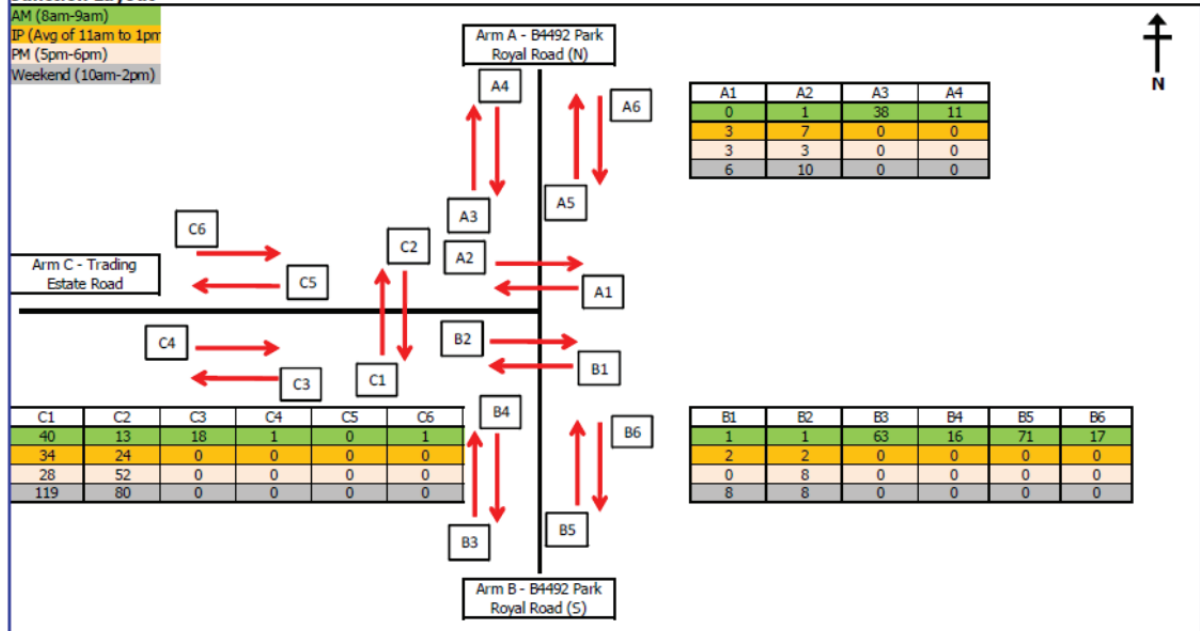
Junction Number: MCC7_M9
Date of Survey: 05.07.2012 and 30.06.2012
Junction Name: A40 Western Avenue slip lane exit, near Mansfield Road
Junction Type: Priority Junction

Junction Layout



Junction Number: MCC7_M10
Date of Survey: 26.06.2012 and 30.06.2012
Junction Name: Park Royal Road / Trading Est Rd
Junction Type: T-junction

Junction Layout

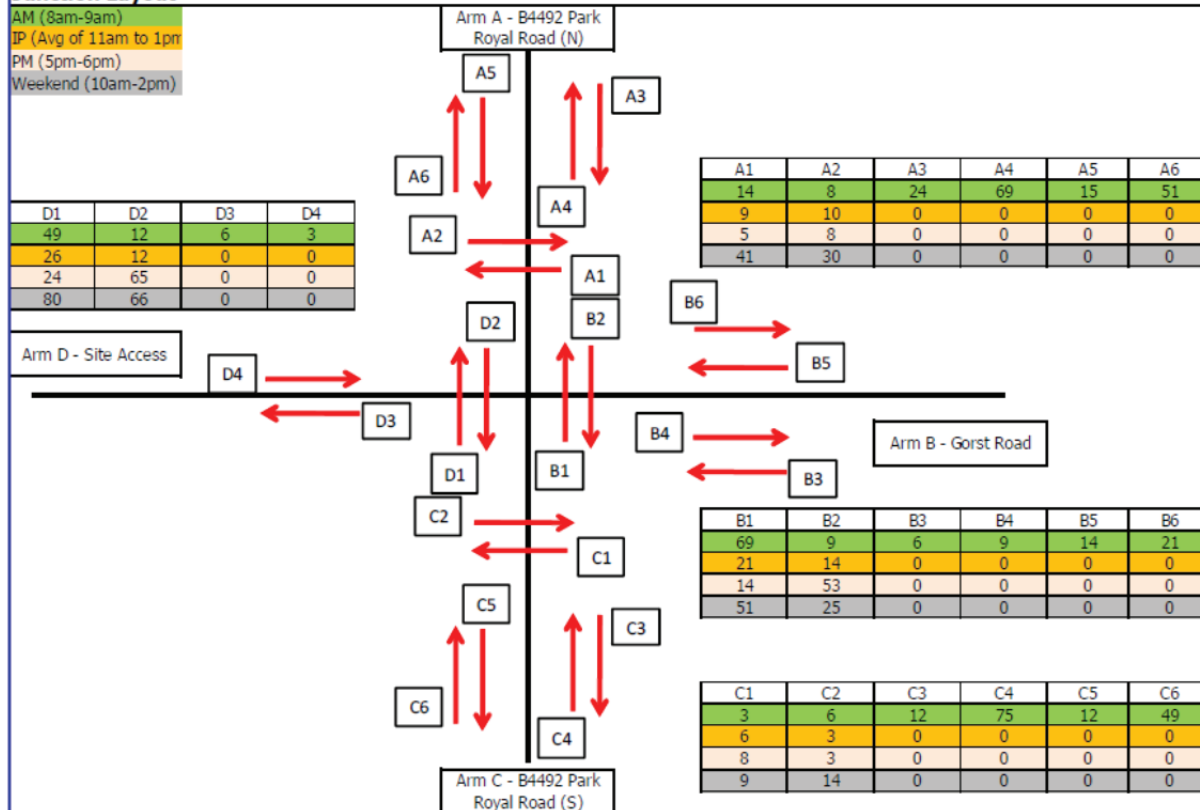


Junction Number: MCC7_M11
Date of Survey: 26.06.2012 and 30.06.2012
Junction Name: Park Royal Road / Gorst Rd
Junction Type: Crossroads



Junction Layout

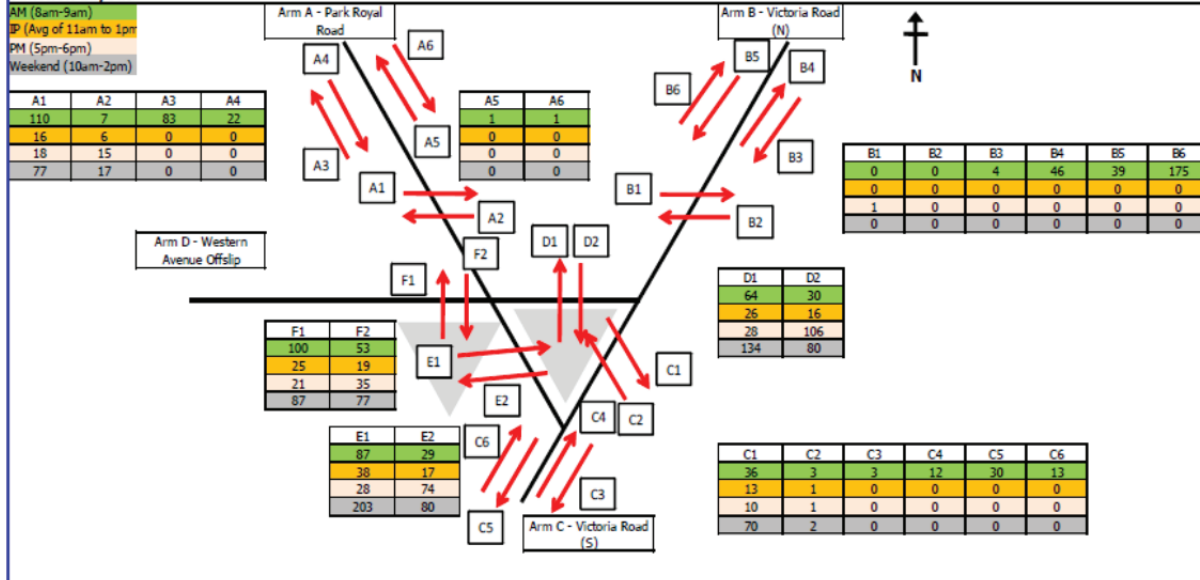
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC7_M12
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: Park Royal Road / Victoria Rd / A40 Western Ave
Junction Type: Priority Junction

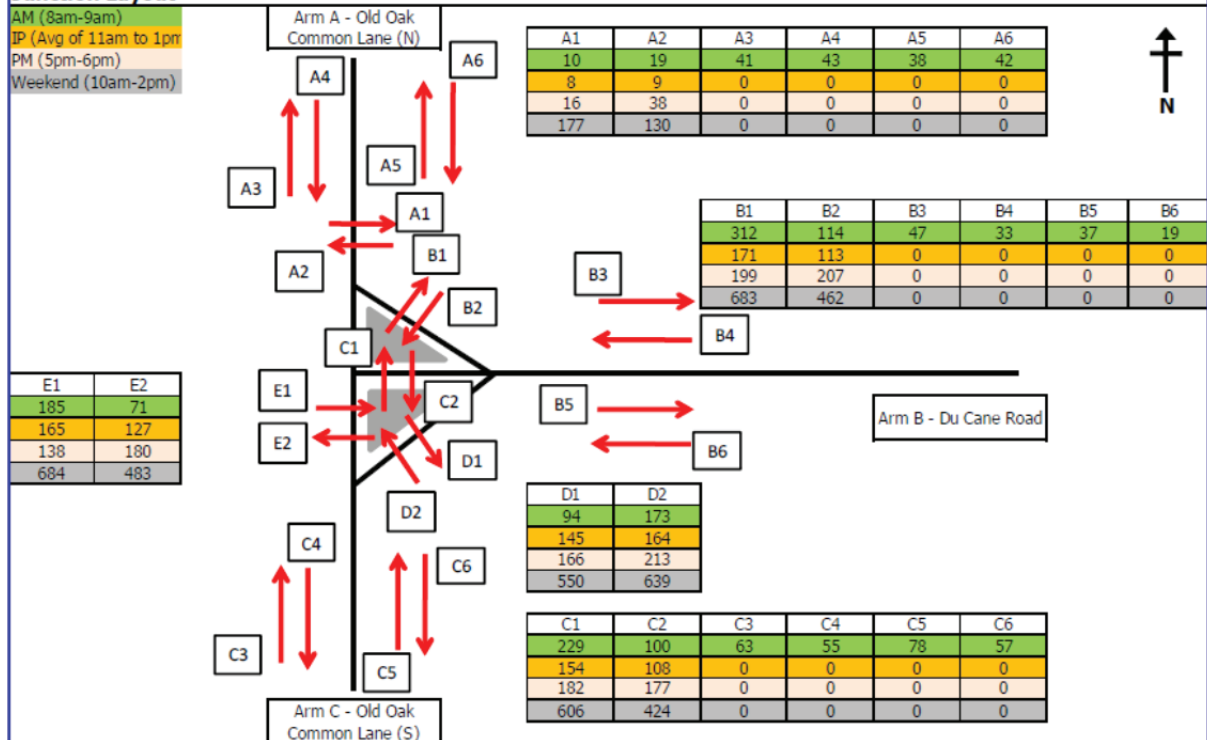
Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



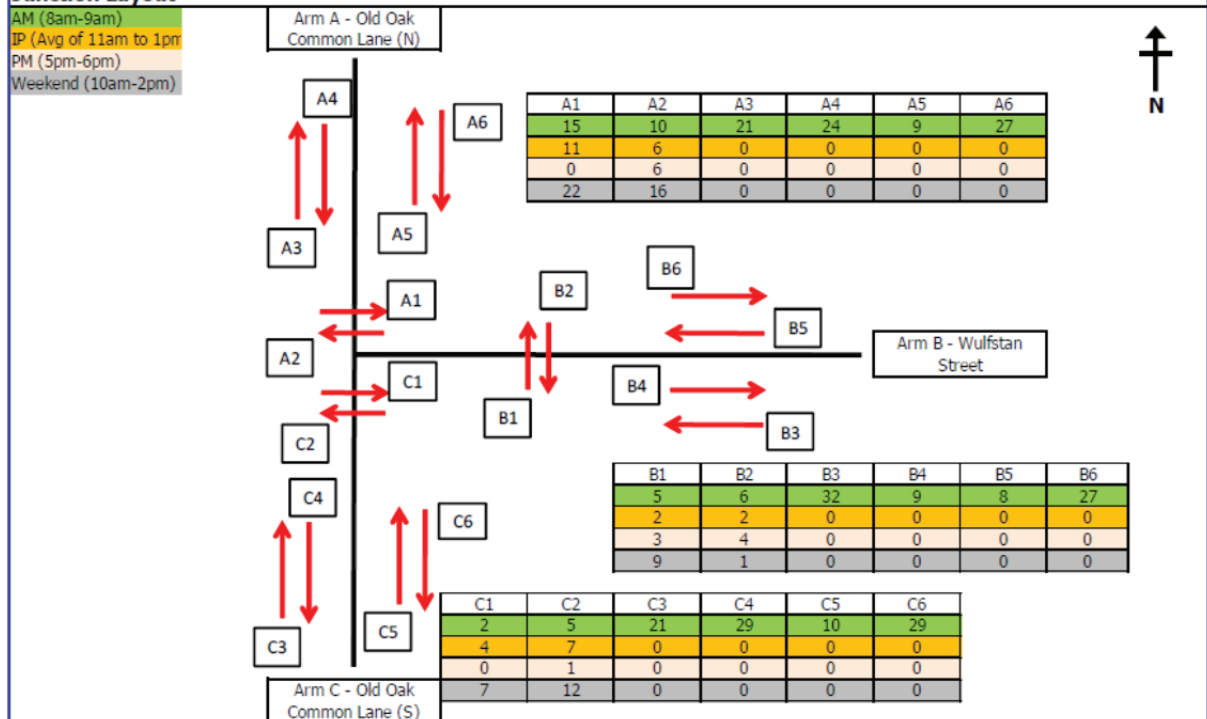
Junction Number: MCC7_M13
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: Old Oak Common Lane / Du Cane Rd
Junction Type: T-junction

Junction Layout



Junction Number: MCC7_14
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: Old Oak Common Lane / Wulfstan St
Junction Type: T-junction

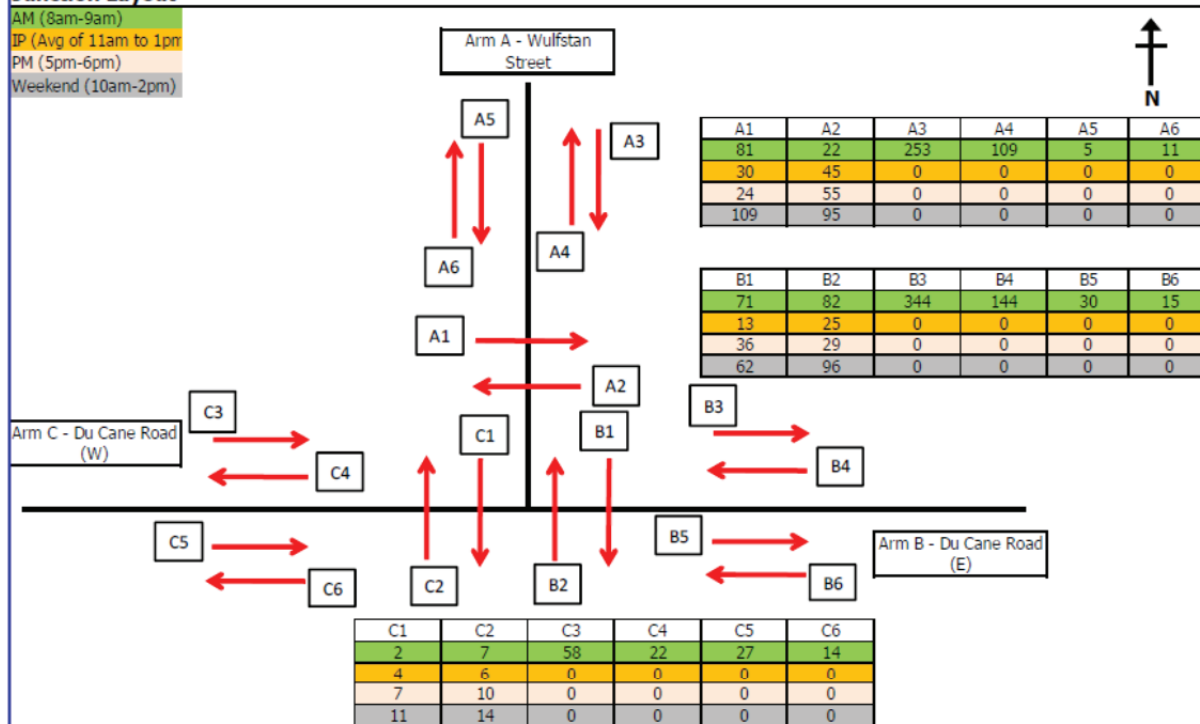
Junction Layout



Junction Number: MCC7_M15
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: Du Cane Rd / Wulfstan St
Junction Type: T-junction

Junction Layout

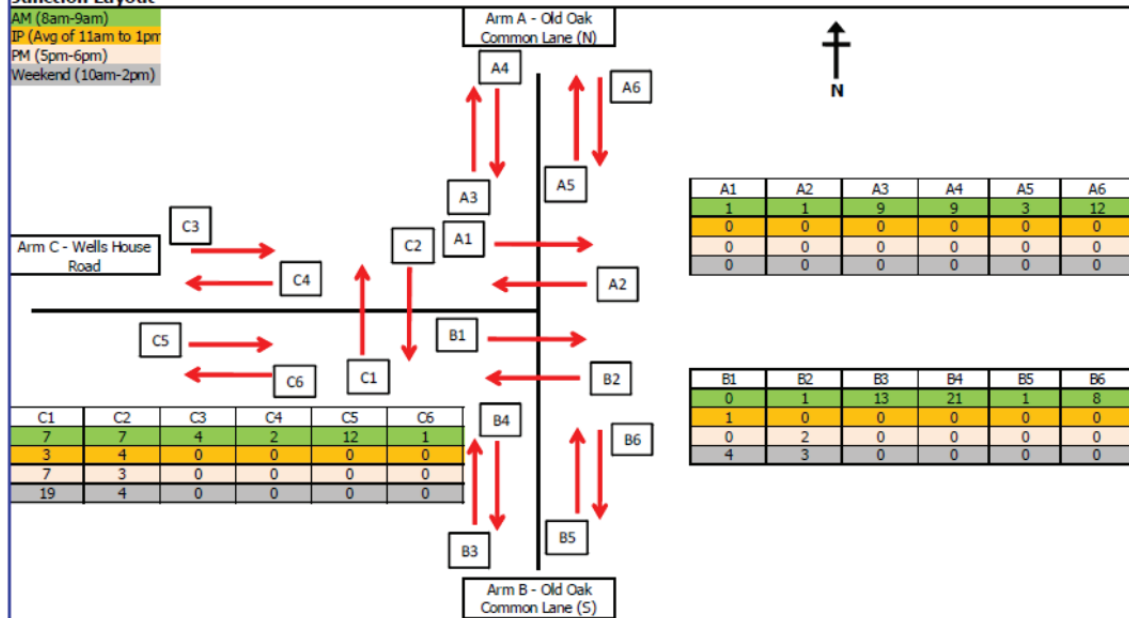
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC7_M16
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: Old Oak Common Lane / Wells House Rd
Junction Type: T-junction

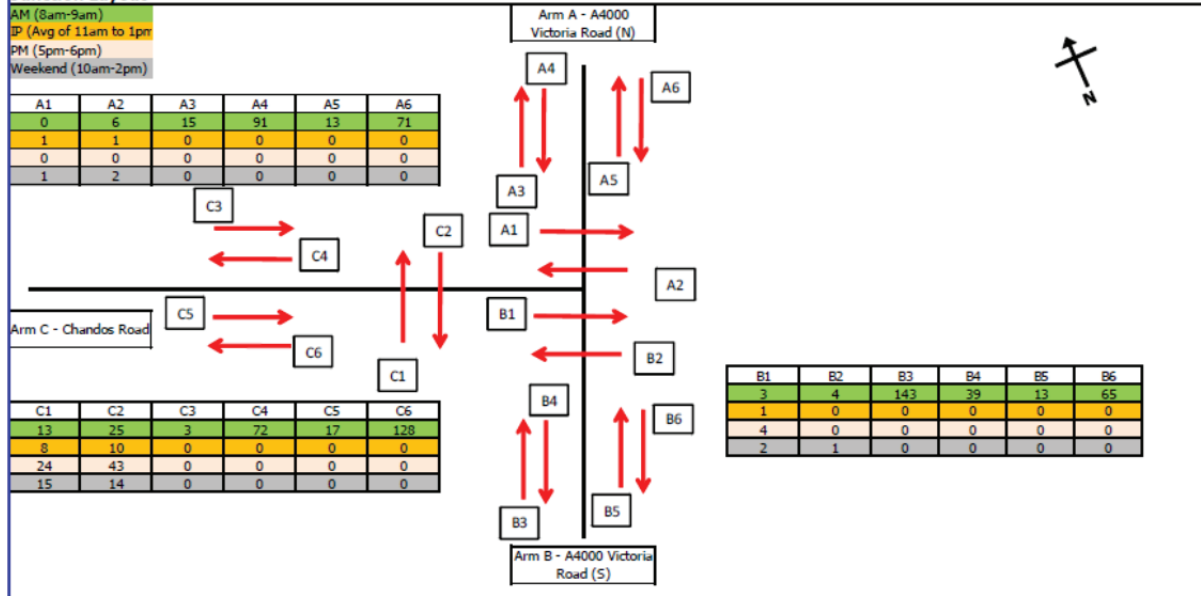
Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



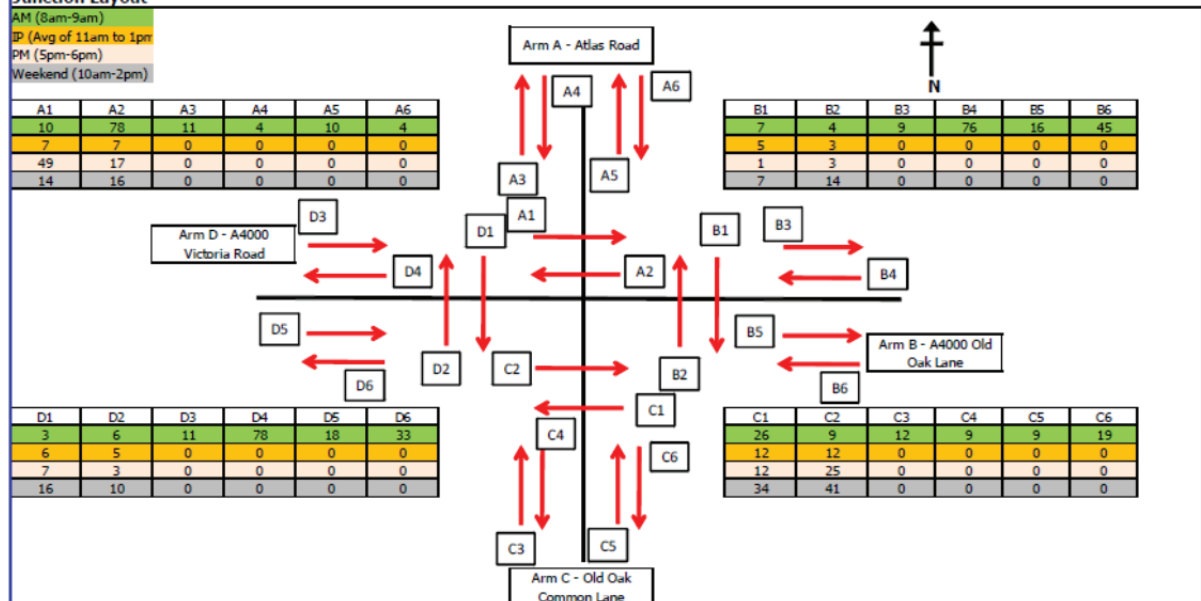
Junction Number: MCC7_M17
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: Victoria Road / Chandos Road
Junction Type: T-junction

Junction Layout



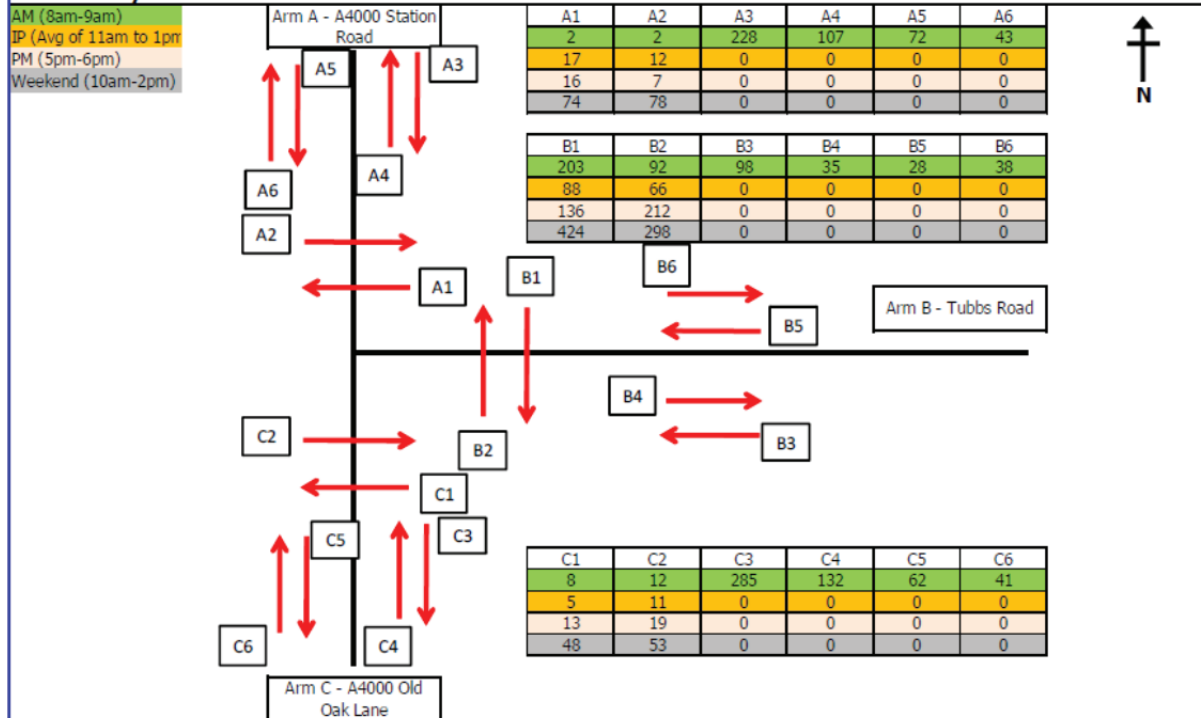
Junction Number: MCC7_M18
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: Old Oak Common Lane / Victoria Road / Atlas Road
Junction Type: Crossroads

Junction Layout



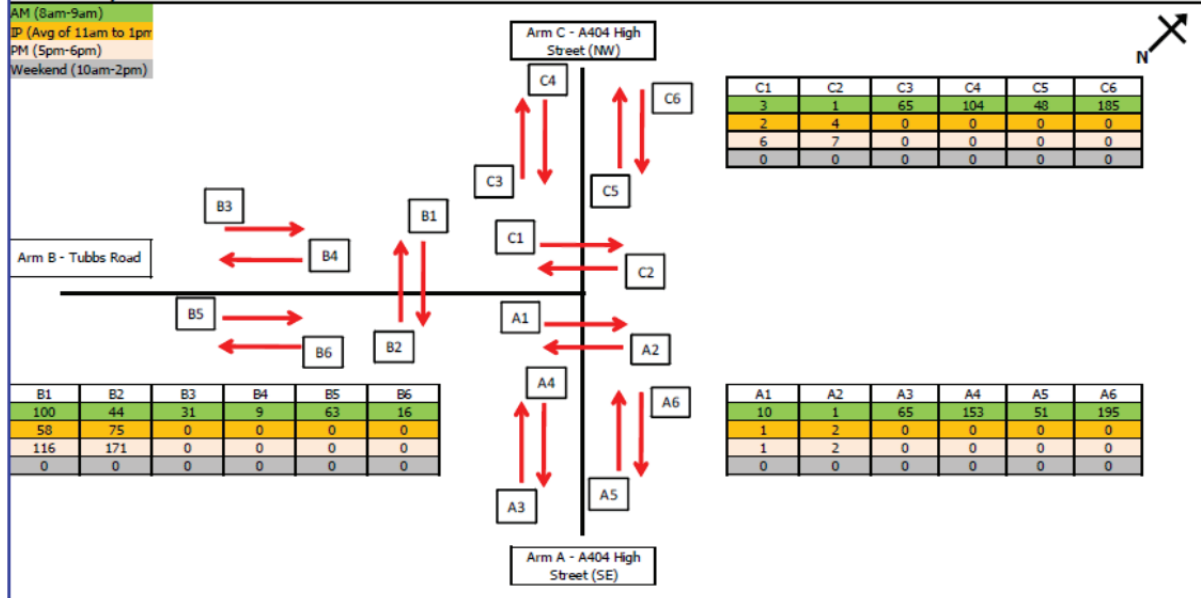
Junction Number: MCC7_M19
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: Old Oak Lane / Station Road / Tubbs Road
Junction Type: T-junction

Junction Layout



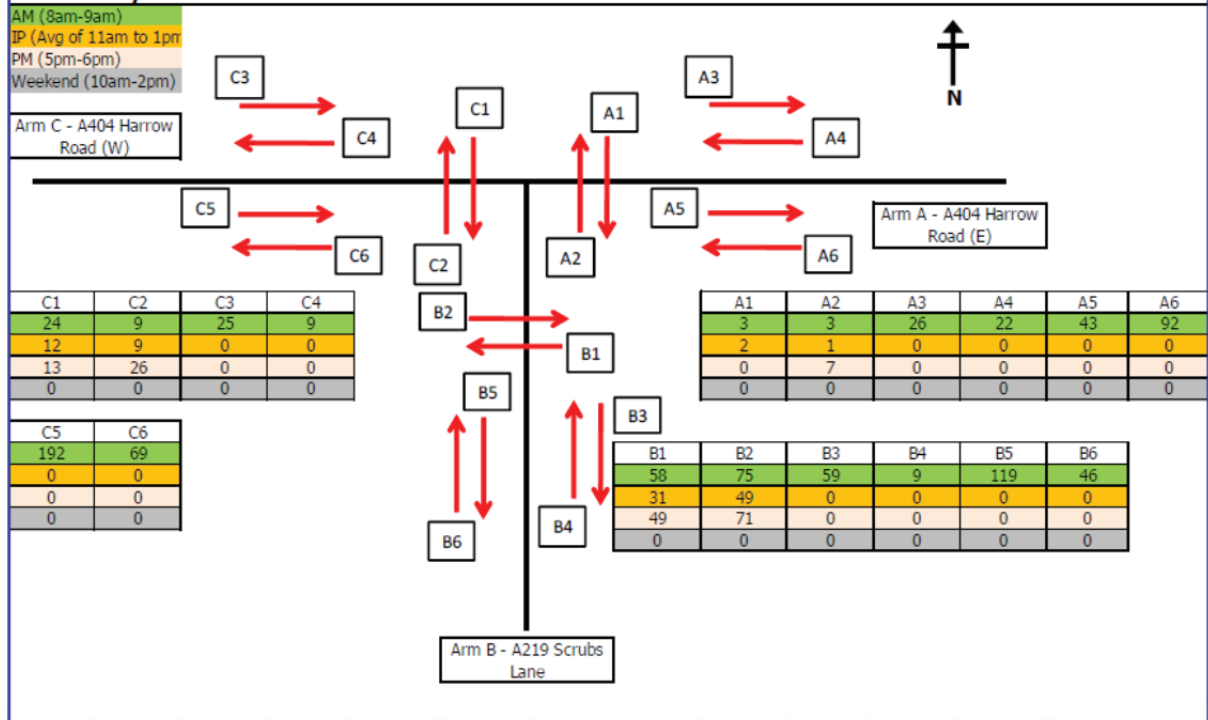
Junction Number: MCC7_M20
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: High Street / Tubbs Road
Junction Type: T-junction

Junction Layout



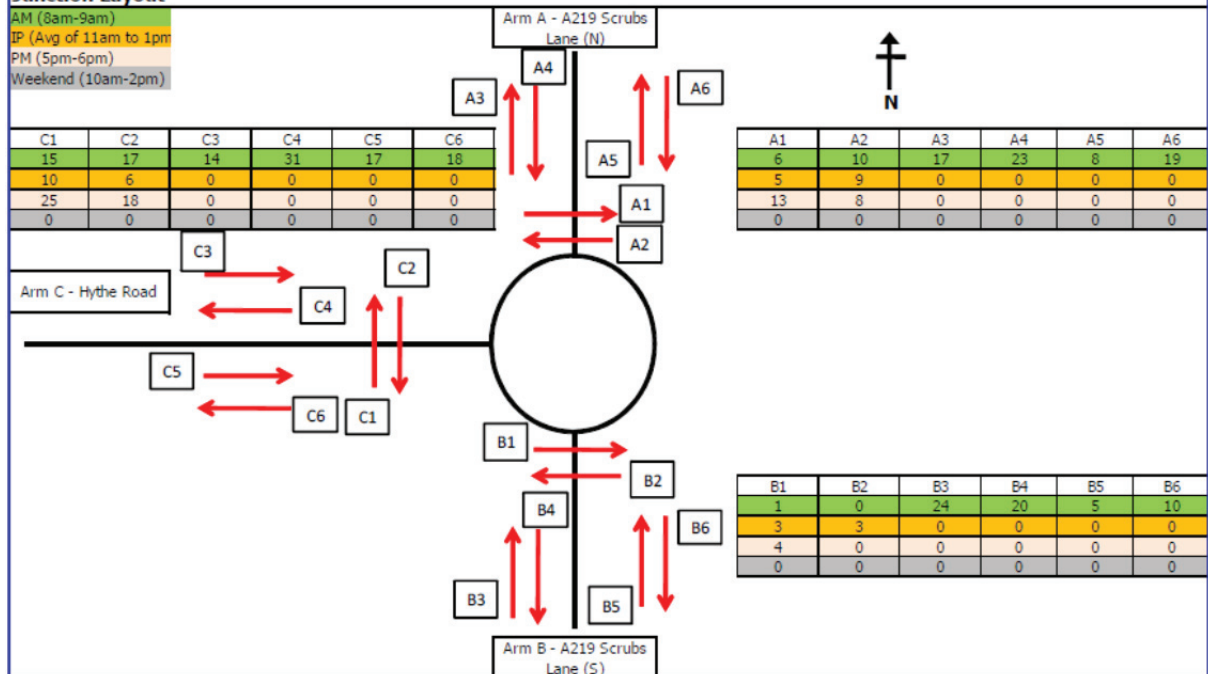
Junction Number: MCC7_M21
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: High Street / Harrow Road / Scrubs Lane
Junction Type: T-junction

Junction Layout



Junction Number: MCC7_M22
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: Scrubs Lane / Hythe Road
Junction Type: 3-arm Roundabout

Junction Layout

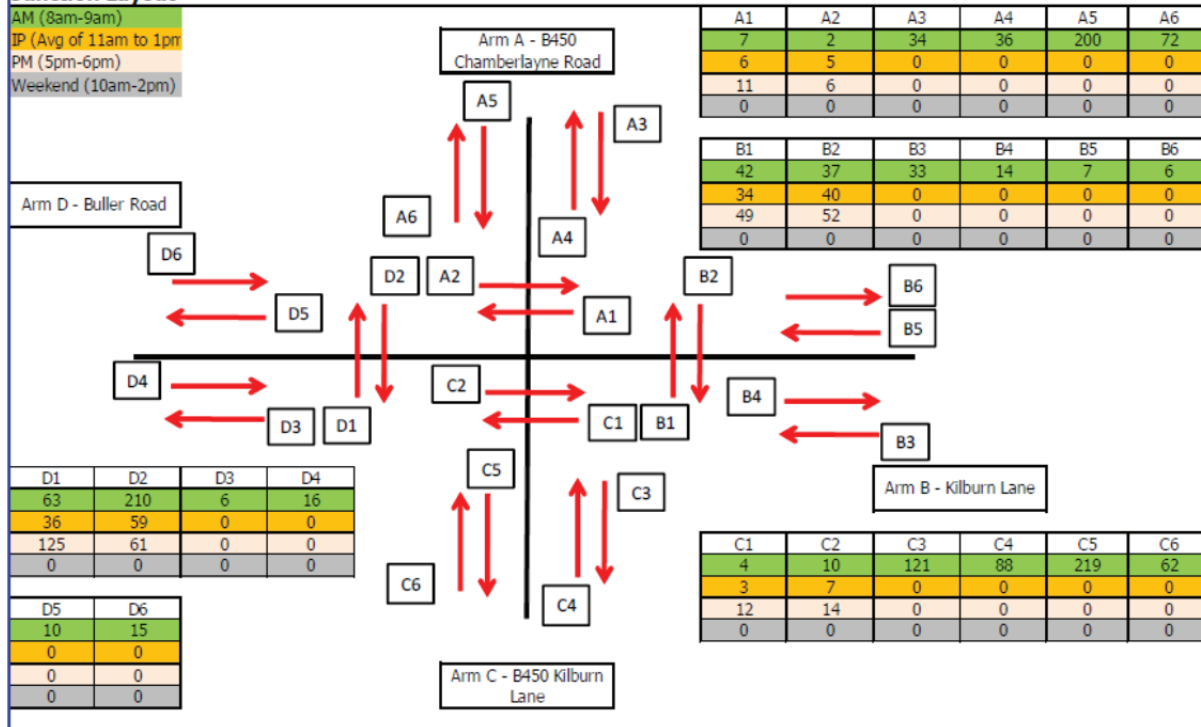


Junction Number: MCC7_M25
Date of Survey: 26.06.2012 and 14.07.2012
Junction Name: Kilburn Lane / Buller Road / Chamberlayne Road
Junction Type: Crossroads



Junction Layout

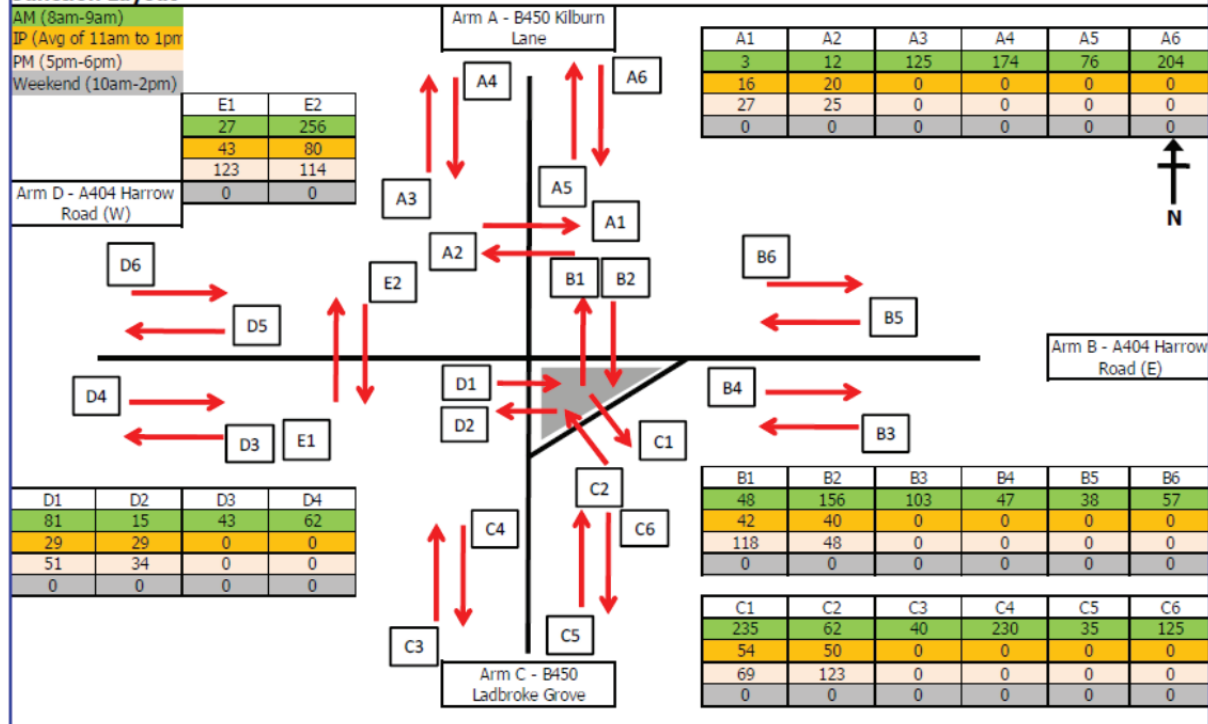
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC7_M26
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: Kilburn Lane / Harrow Road / Ladbroke Grove
Junction Type: Crossroads

Junction Layout

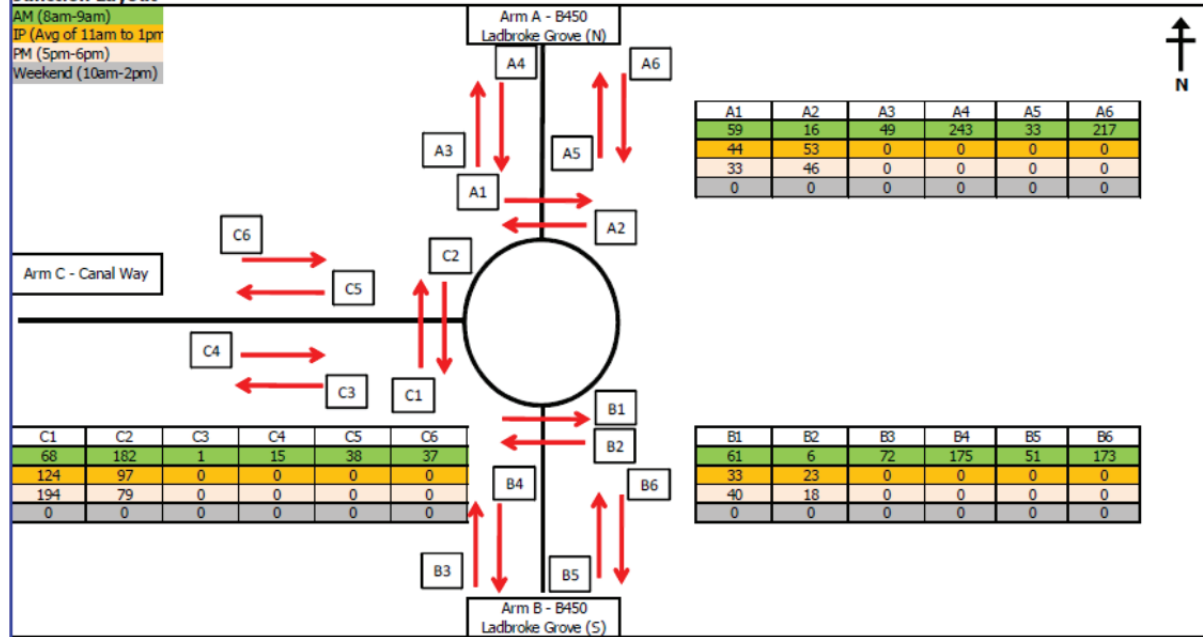
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



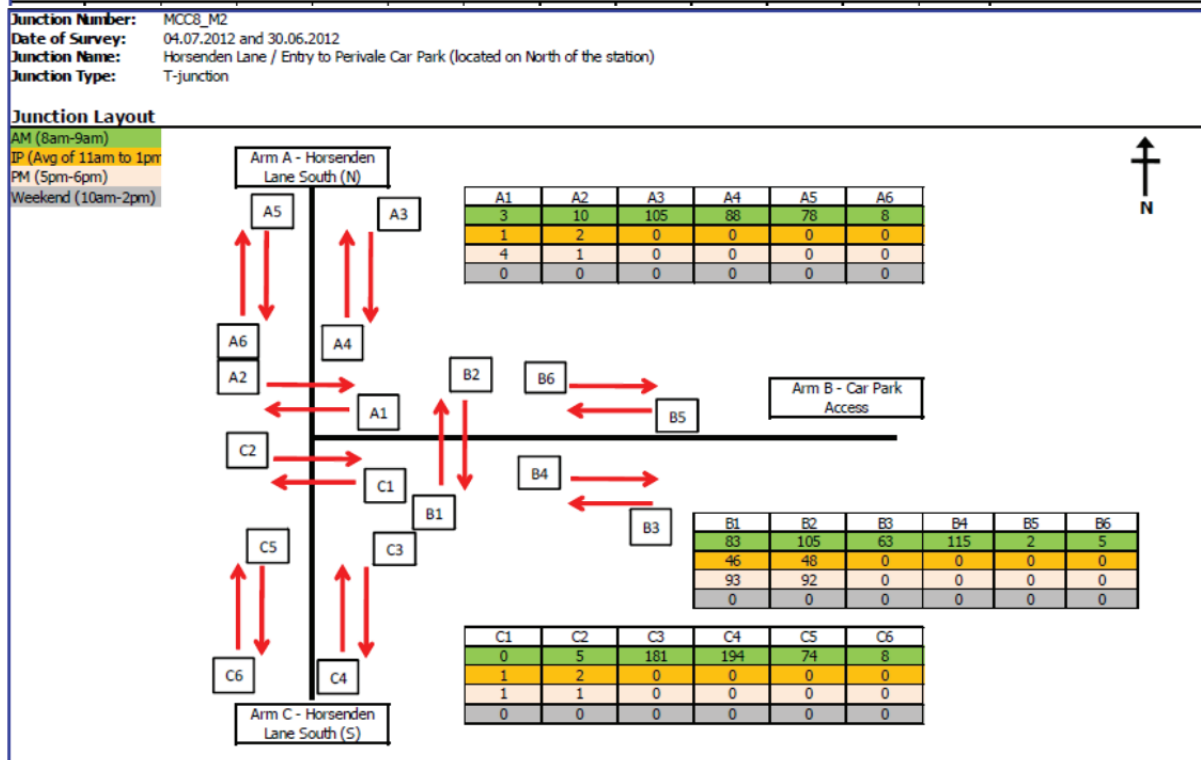
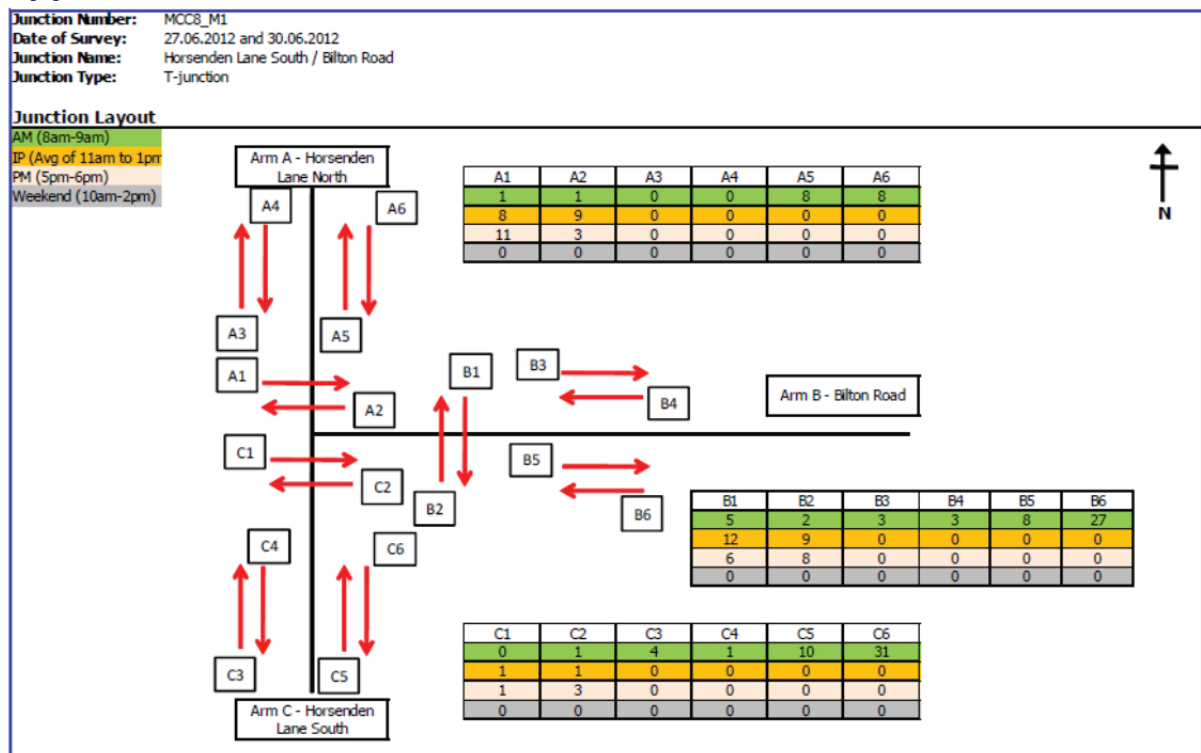
Junction Number: MCC7_M27
Date of Survey: 26.06.2012 and 07.07.2012
Junction Name: Ladbroke Grove / Canal Way / Ladbroke Grove
Junction Type: 3-arm Roundabout

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

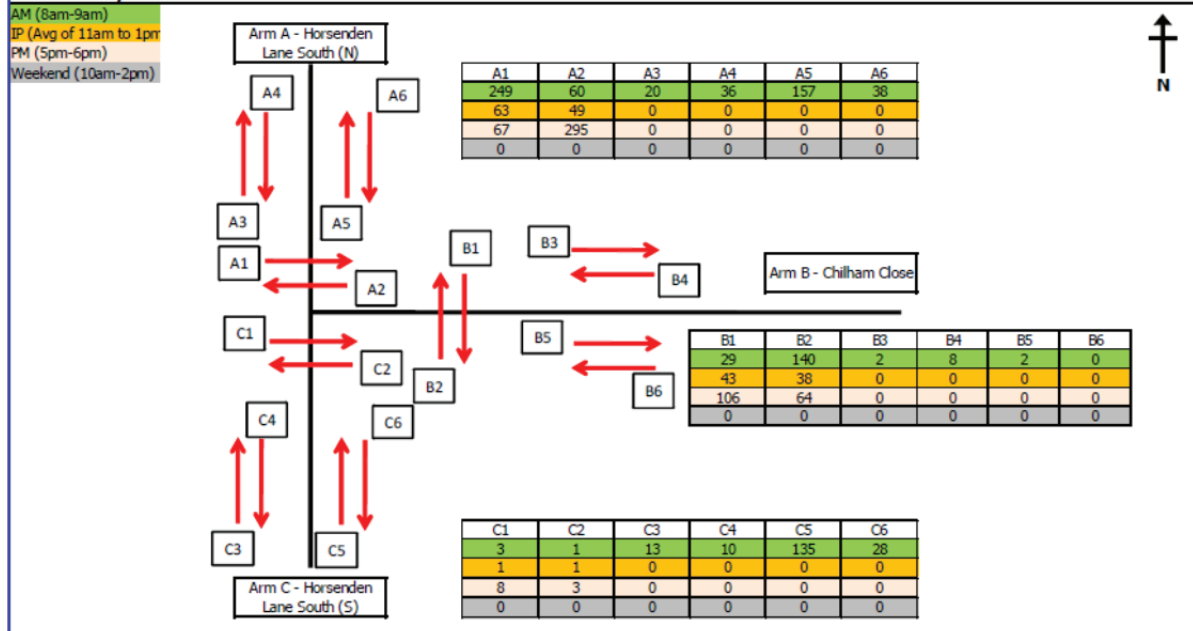


Appendix F.5 – Pedestrian Counts Sheet 8



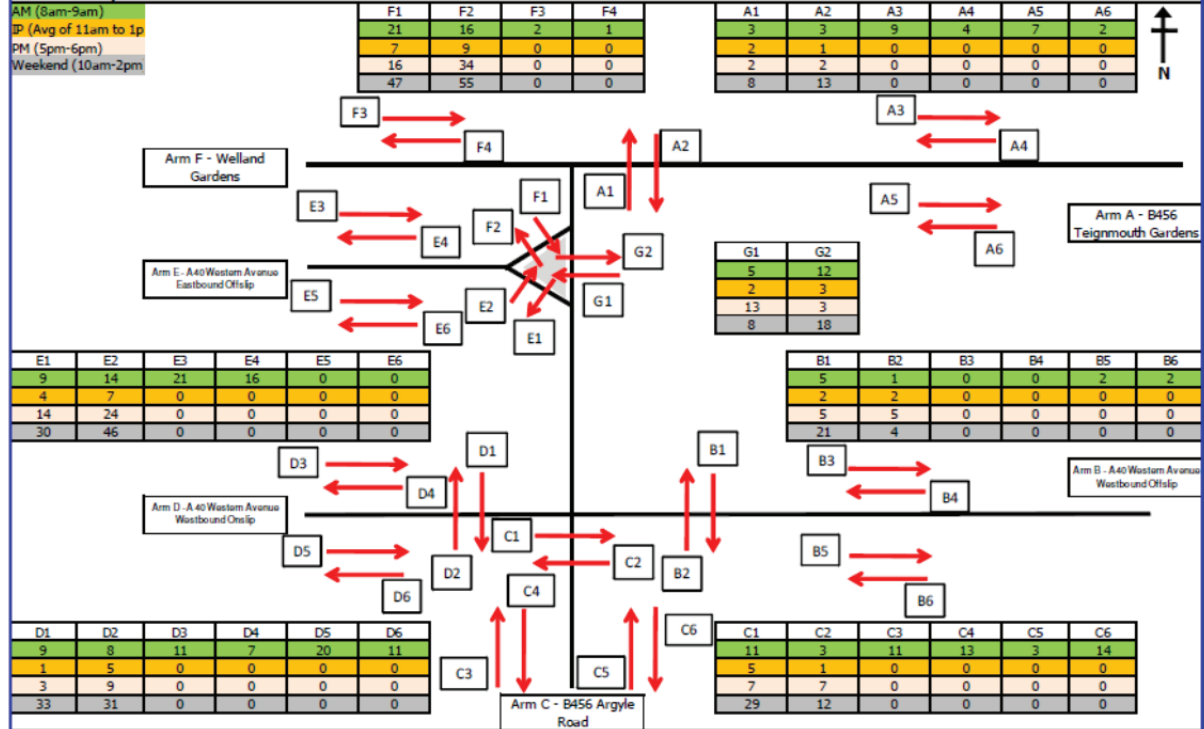
Junction Number: MCC8_M3
Date of Survey: 27.06.2012 and 30.06.2012
Junction Name: Horsenden Lane / Chilham Close (Access to Perivale Car Park located on South of the station)
Junction Type: T-junction

Junction Layout



Junction Number: MCC8_M4
Date of Survey: 04.07.2012, 30.06.2012
Junction Name: B456 Argyle Road / Teignmouth Gardens (Roundabout located over A40)
Junction Type: Signalised Junction

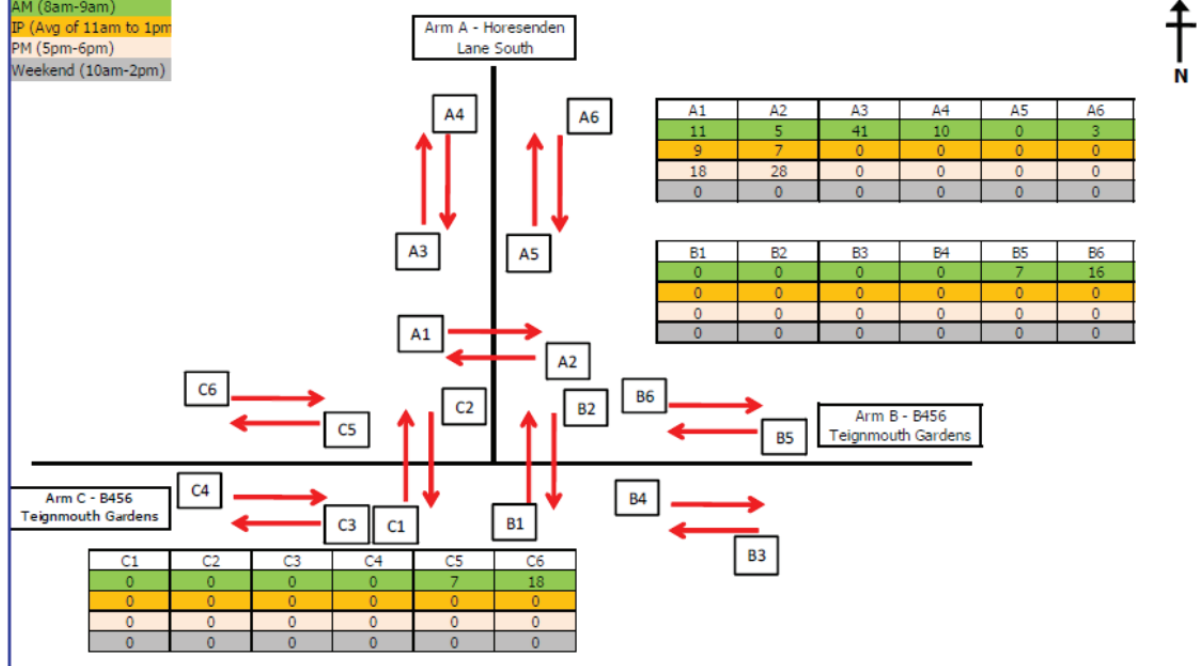
Junction Layout



Junction Number: MCC8_M5
Date of Survey: 27.06.2012 and 30.06.2012
Junction Name: Horsenden Lane South/ Teignmouth Gardens
Junction Type: T-junction

Junction Layout

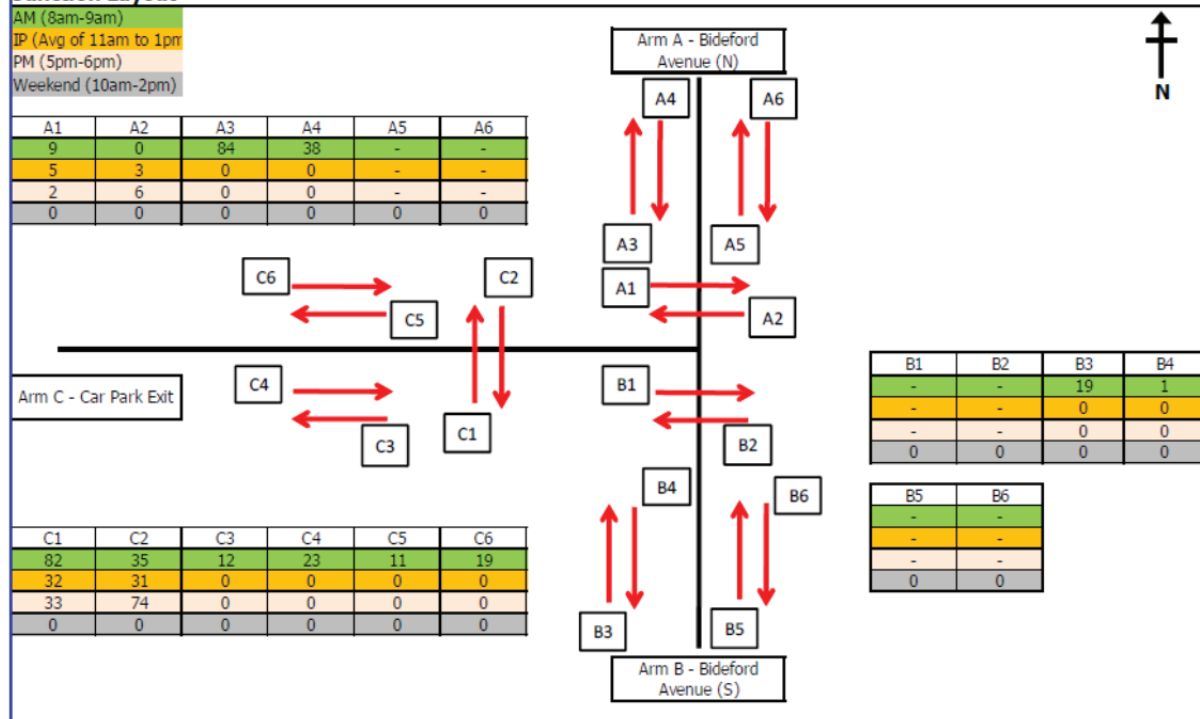
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC8_M6
Date of Survey: 27.06.2012 and 30.06.2012
Junction Name: Bideford Avenue / Exit from Perivale Car Park (located on North of the station)
Junction Type: T-junction

Junction Layout

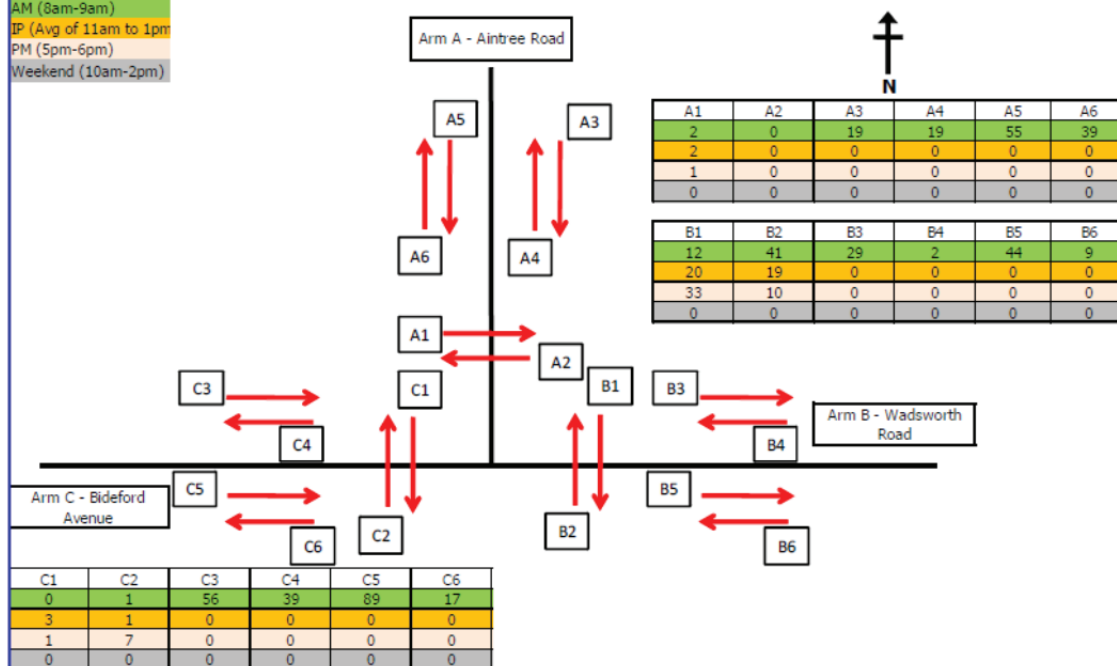
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC8_M7
Date of Survey: 27.06.2012 and 14.07.2012
Junction Name: Bedford Road / Aintree Road / Wandsworth Road
Junction Type: T-junction

Junction Layout

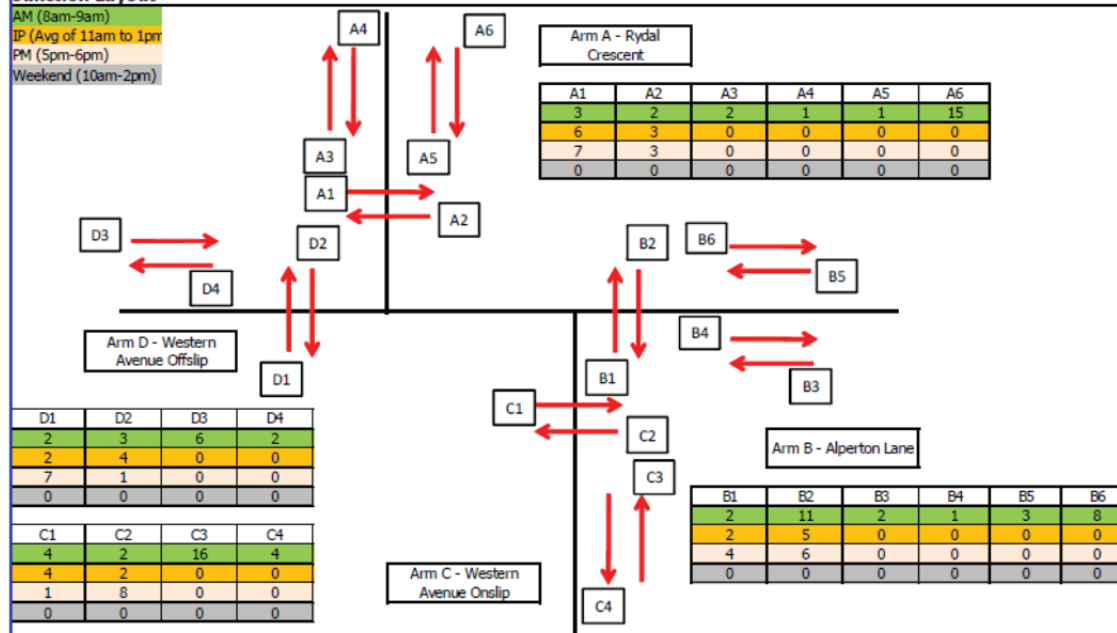
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC8_M8
Date of Survey: 27.06.2012 and 30.06.2012
Junction Name: A40 Western Avenue / Alpertown Lane / Rydal Crescent
Junction Type: Staggered Crossroads

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC8_M9
Date of Survey: 27.06.2012 and 30.06.2012
Junction Name: Alperton Lane / May Garden
Junction Type: T-junction

Junction Layout

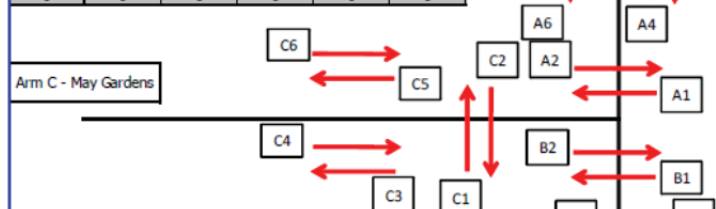
AM (8am-9am)

IP (Avg of 11am to 1pm)

PM (5pm-6pm)

Weekend (10am-2pm)

A1	A2	A3	A4	A5	A6
3	0	12	4	10	15
3	2	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



C1	C2	C3	C4	C5	C6
9	1	5	3	11	7
7	4	0	0	0	0
11	8	0	0	0	0
0	0	0	0	0	0

B1	B2	B3	B4	B5	B6
0	0	12	3	4	11
8	10	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0

Junction Number: MCC8_M10
Date of Survey: 27.06.2012 and 30.06.2012
Junction Name: Manor Farm / Alperton Lane
Junction Type: T-junction

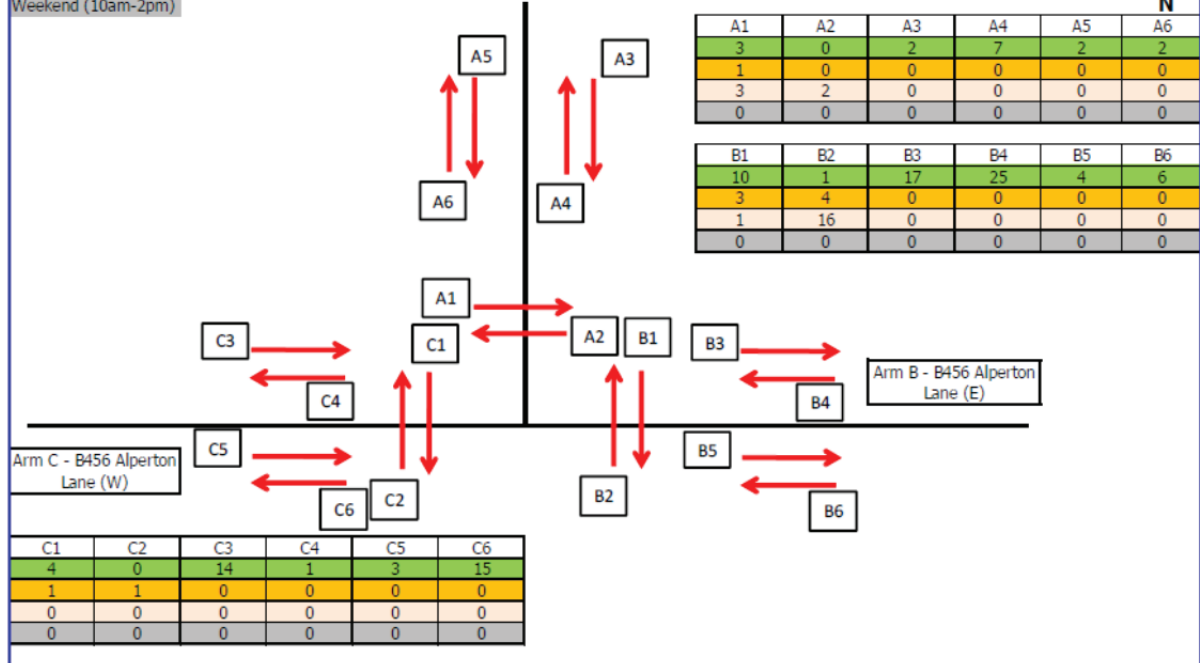
Junction Layout

AM (8am-9am)

IP (Avg of 11am to 1pm)

PM (5pm-6pm)

Weekend (10am-2pm)



A1	A2	A3	A4	A5	A6
3	0	2	7	2	2
1	0	0	0	0	0
3	2	0	0	0	0
0	0	0	0	0	0

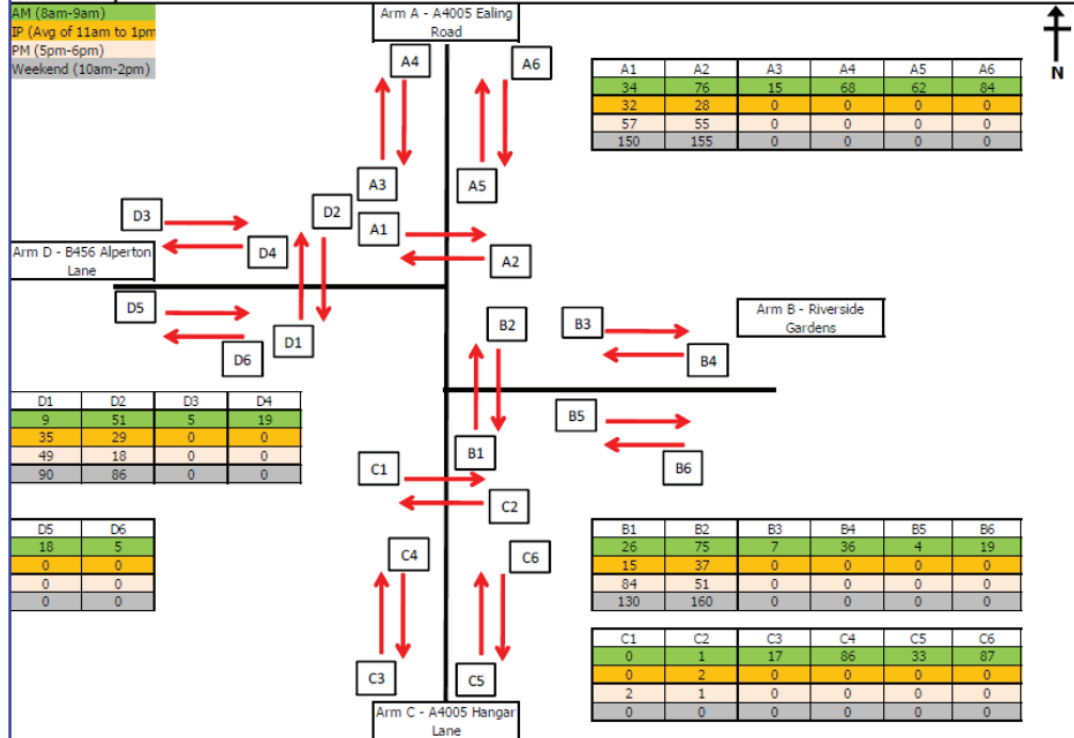
B1	B2	B3	B4	B5	B6
10	1	17	25	4	6
3	4	0	0	0	0
1	16	0	0	0	0
0	0	0	0	0	0

C1	C2	C3	C4	C5	C6
4	0	14	1	3	15
1	1	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

Junction Number: MCC8_M11
Date of Survey: 27.06.2012 and 30.06.2012
Junction Name: Alperton Lane / Ealing Road / Riverside Garden
Junction Type: Crossroads

Junction Layout

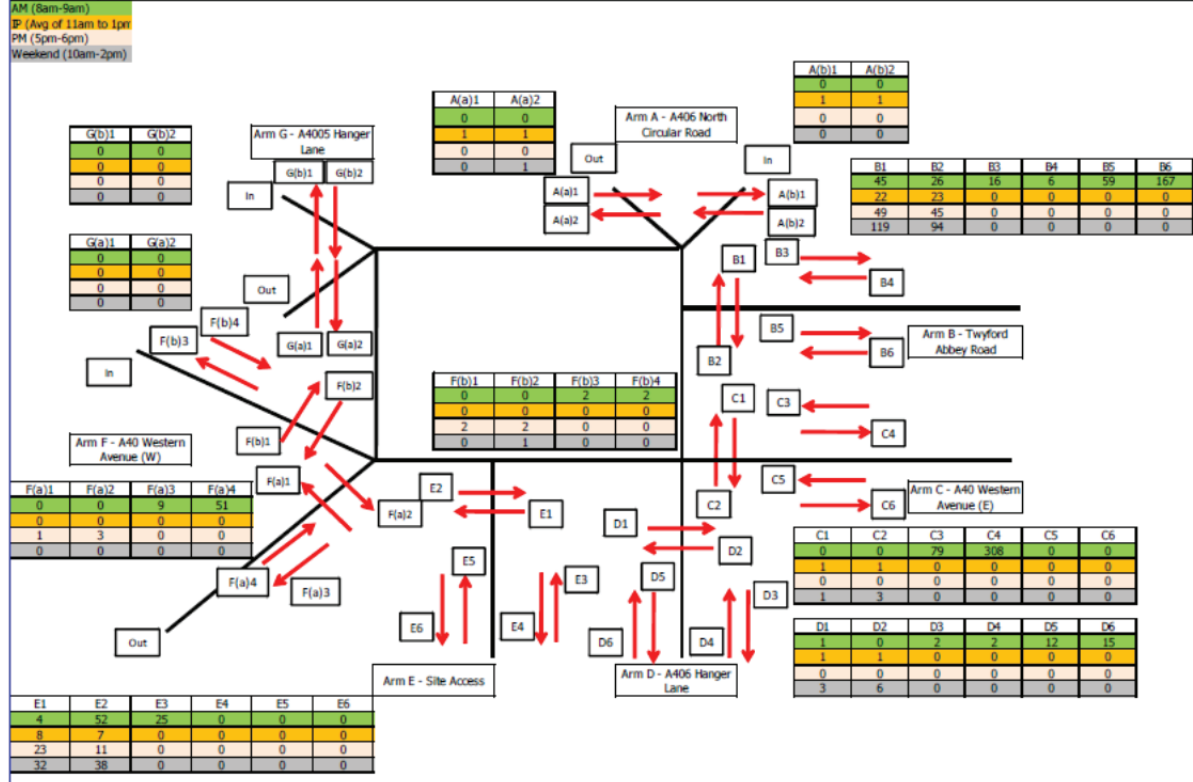
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC8_M12
Date of Survey: 03.07.2012 and 30.06.2012
Junction Name: Hangar Lane Gratory
Junction Type: Signalised Junction

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

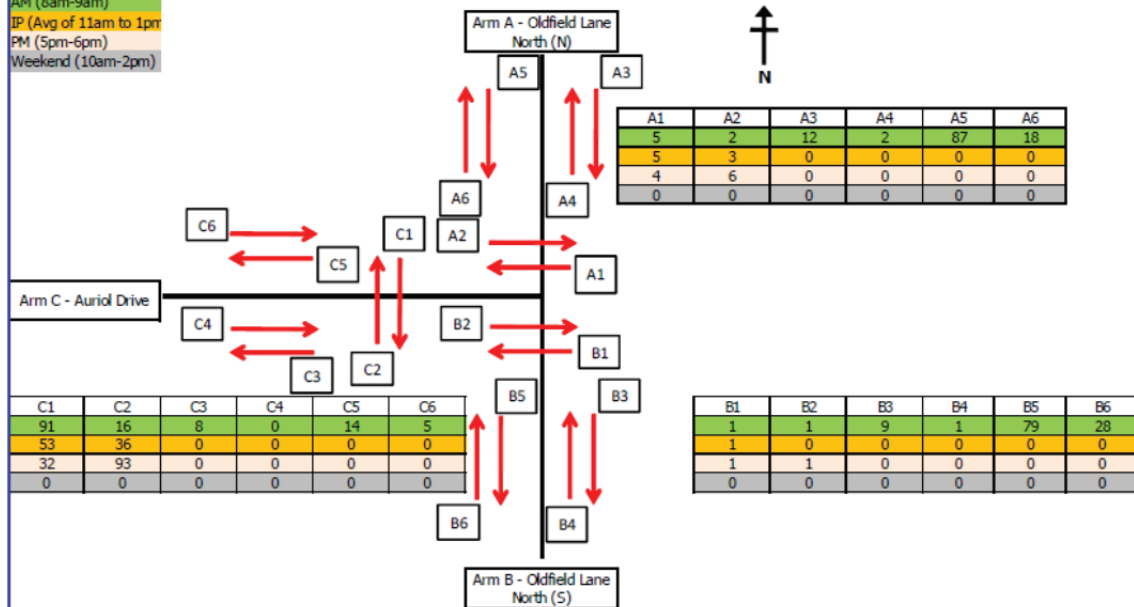


Appendix F.6 – Pedestrian Counts Sheet 9

Junction Number: MCC9_M1
Date of Survey: 19.06.2012 and 23.06.2012
Junction Name: Oldfield Lane N/ Auriol Drive (Northern access)
Junction Type: T-junction

Junction Layout

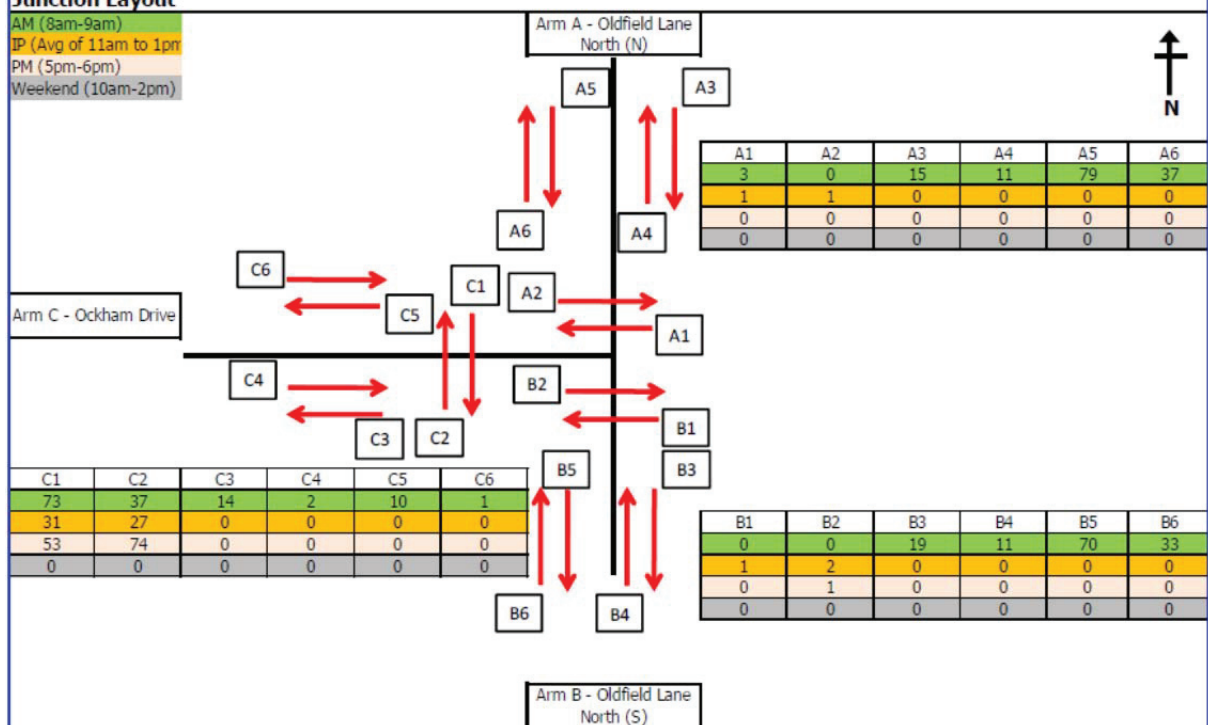
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC9_M2
Date of Survey: 19.06.2012 and 23.06.2012
Junction Name: Oldfield Lane N/ Ockham Drive
Junction Type: T-junction

Junction Layout

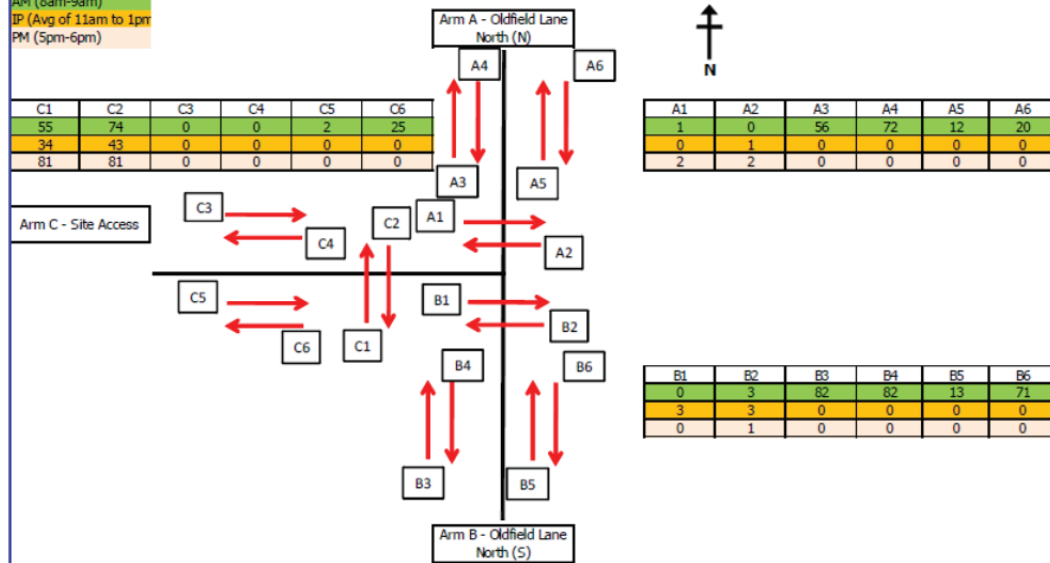
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC9_M3
Date of Survey: 19.06.2012 and 23.06.2012
Junction Name: Oldfield Lane N / Access between Ockham Drive and Rockware Ave
Junction Type: T-junction

Junction Layout

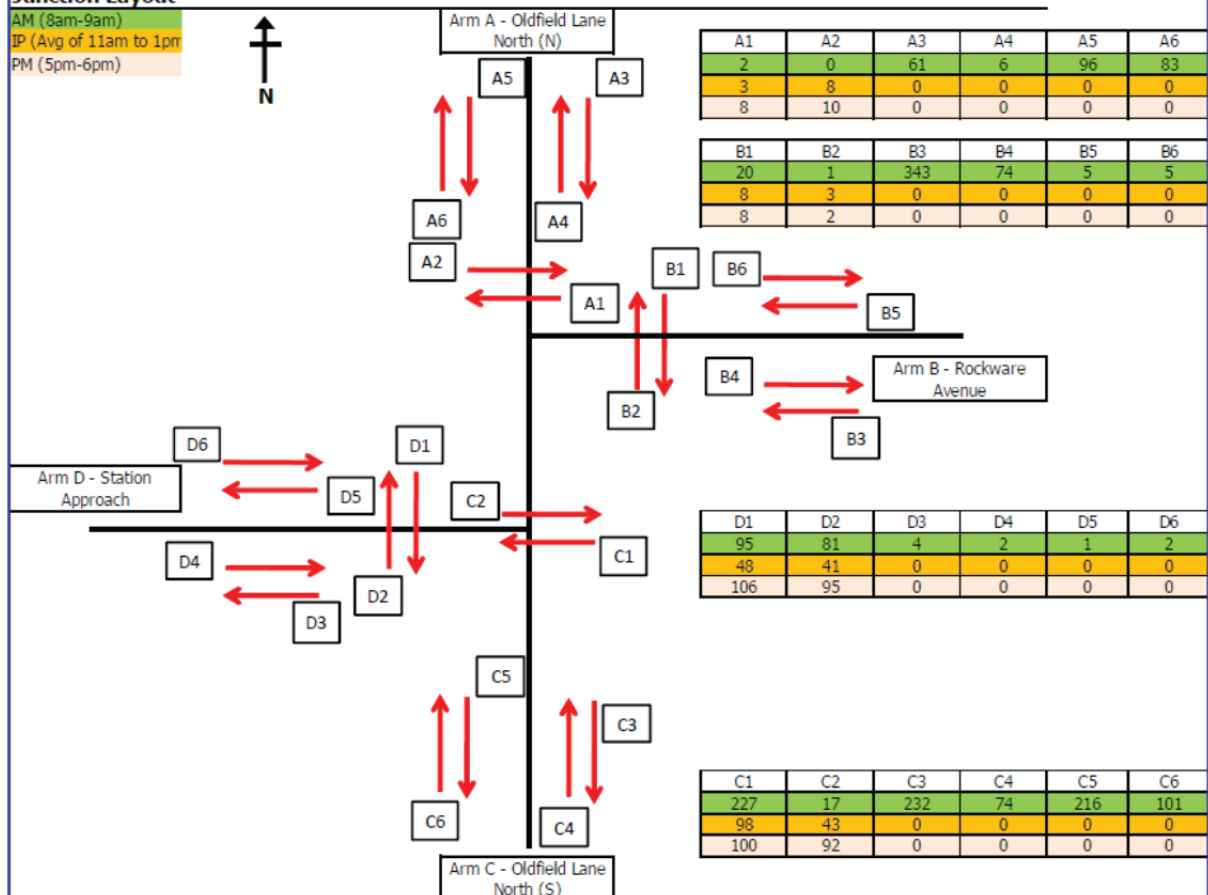
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)



Junction Number: MCC9_M4
Date of Survey: 19.06.2012
Junction Name: Oldfield Lane N / Station Approach / Rockware Ave
Junction Type: Crossroads

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)

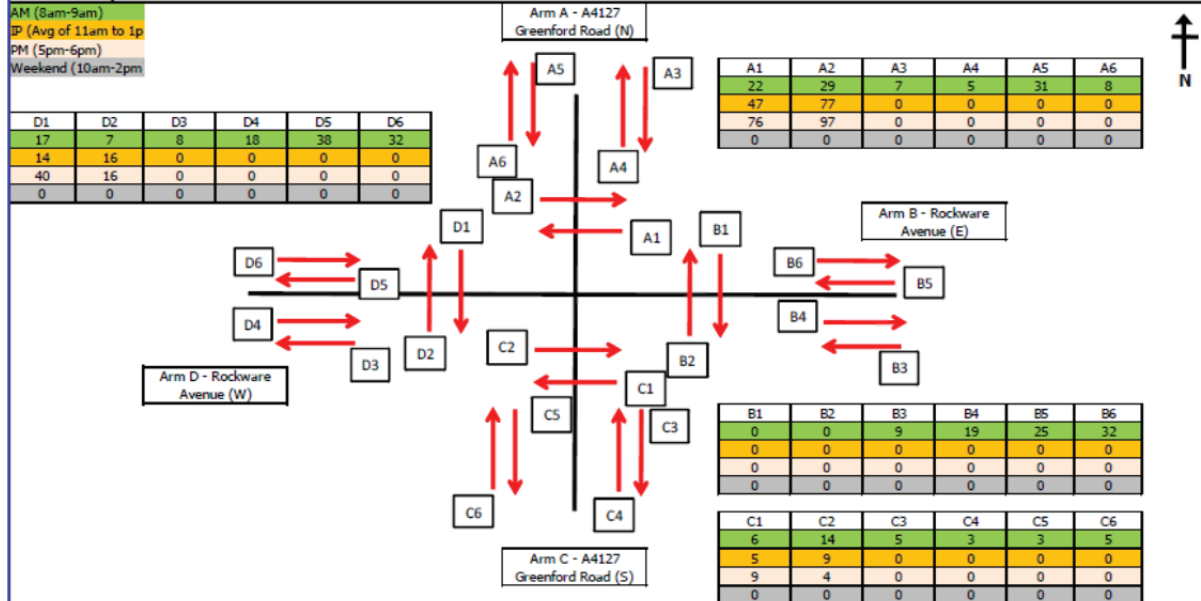


Junction Number: MCC9_M5
Date of Survey: 19.06.2012 and 23.06.2012
Junction Name: Greenford Road / Rockware Ave
Junction Type: Crossroads

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1p)
 PM (5pm-6pm)
 Weekend (10am-2pm)

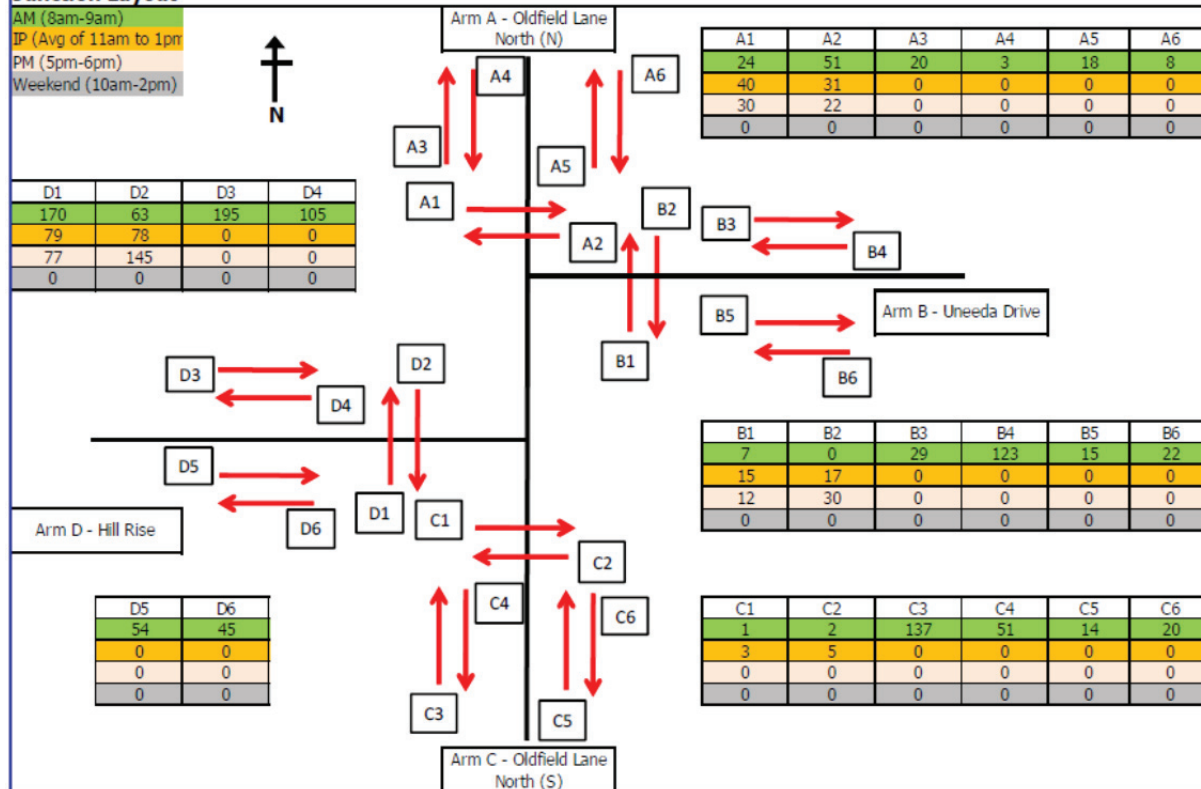
D1	D2	D3	D4	D5	D6
17	7	8	18	38	32
14	16	0	0	0	0
40	16	0	0	0	0
0	0	0	0	0	0



Junction Number: MCC9_M6
Date of Survey: 19.06.2012 and 23.06.2012
Junction Name: Oldfield Lane N / Uneeda Drive
Junction Type: Crossroads

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



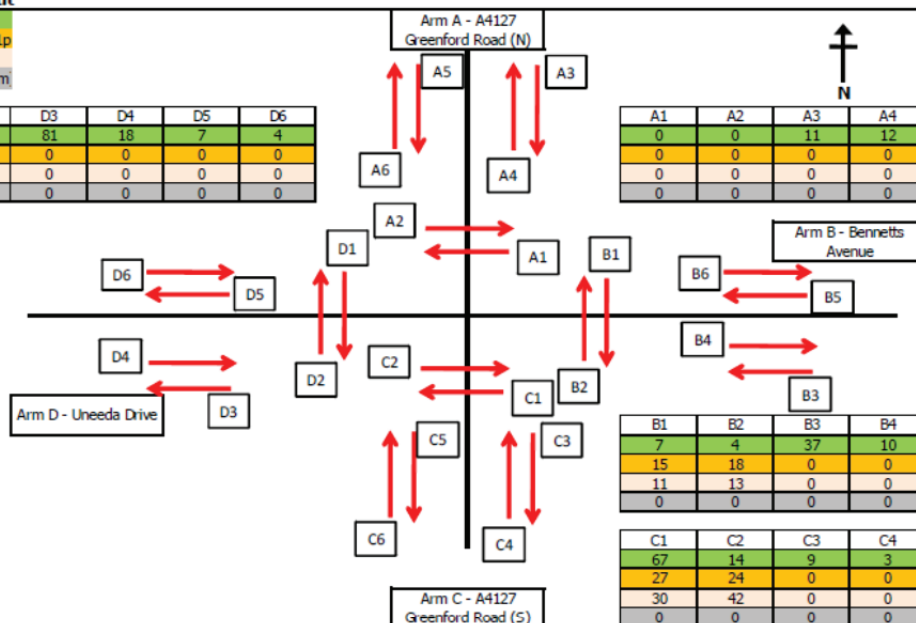
Junction Number: MCC9_M7
Date of Survey: 19.06.2012 and 23.06.2012
Junction Name: Greenford Road / Bennetts Ave / Uneeda Drive
Junction Type: Crossroads

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1p)
 PM (5pm-6pm)
 Weekend (10am-2pm)

D1	D2	D3	D4	D5	D6
7	9	81	18	7	4
5	10	0	0	0	0
7	11	0	0	0	0
0	0	0	0	0	0

A1	A2	A3	A4	A5	A6
0	0	11	12	13	5
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



B1	B2	B3	B4	B5	B6
7	4	37	10	8	4
15	18	0	0	0	0
11	13	0	0	0	0
0	0	0	0	0	0

C1	C2	C3	C4	C5	C6
67	14	9	3	25	36
27	24	0	0	0	0
30	42	0	0	0	0
0	0	0	0	0	0

Junction Number: MCC9_M8
Date of Survey: 19.06.2012 and 23.06.2012
Junction Name: Oldfield Lane N / Birkbeck Ave
Junction Type: T-junction

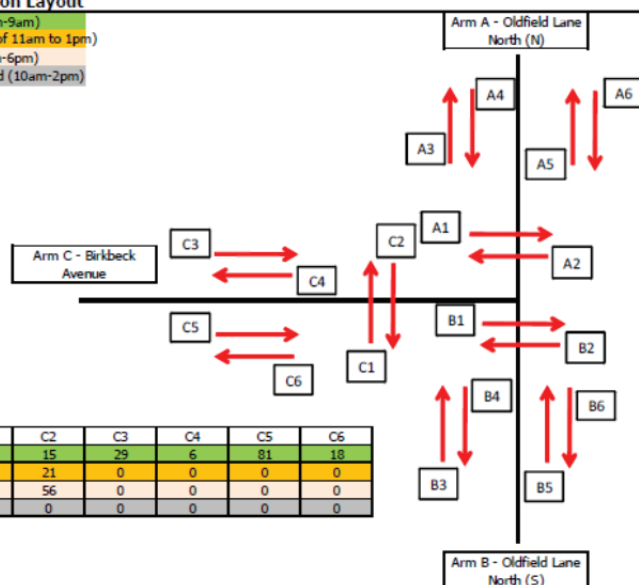
Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

C1	C2	C3	C4	C5	C6
74	15	29	6	81	18
24	21	0	0	0	0
30	56	0	0	0	0
0	0	0	0	0	0

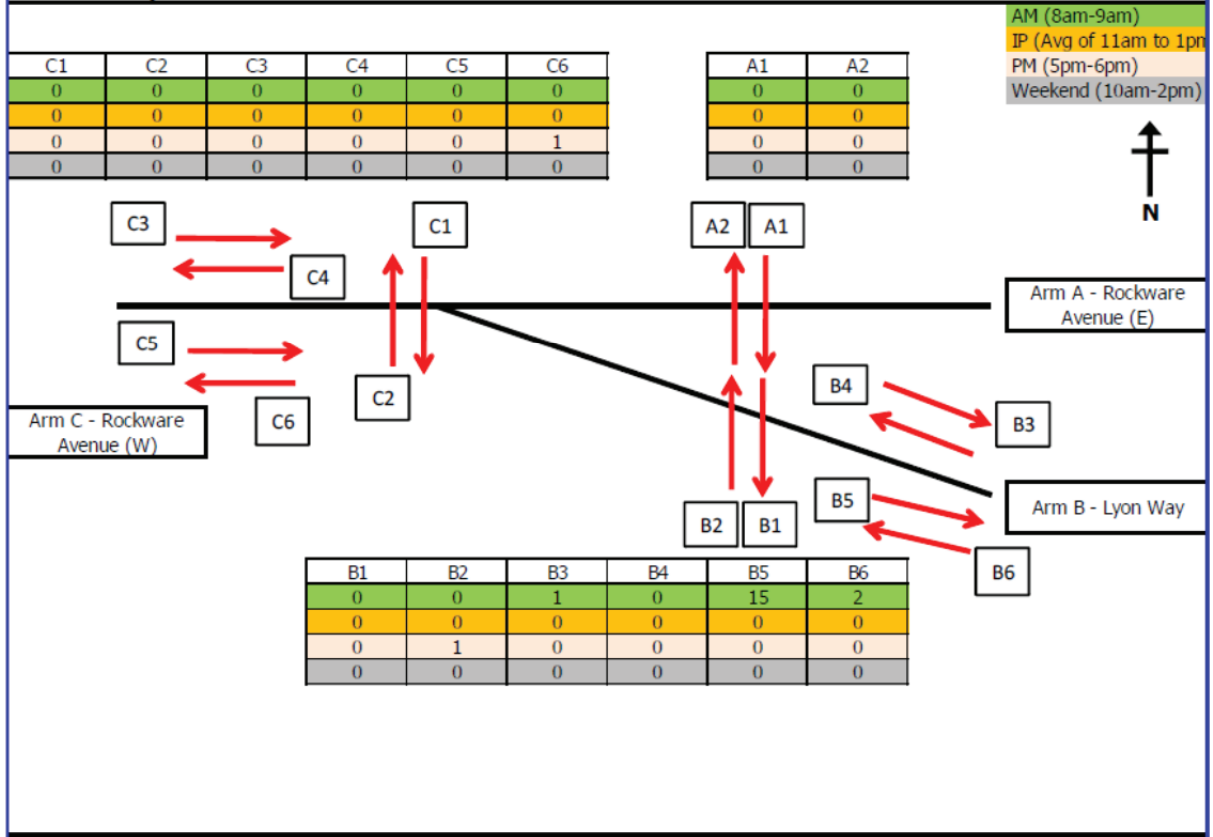
A1	A2	A3	A4	A5	A6
27	6	96	26	41	38
12	3	0	0	0	0
7	7	0	0	0	0
0	0	0	0	0	0

B1	B2	B3	B4	B5	B6
2	2	101	97	57	35
2	3	0	0	0	0
10	2	0	0	0	0
0	0	0	0	0	0

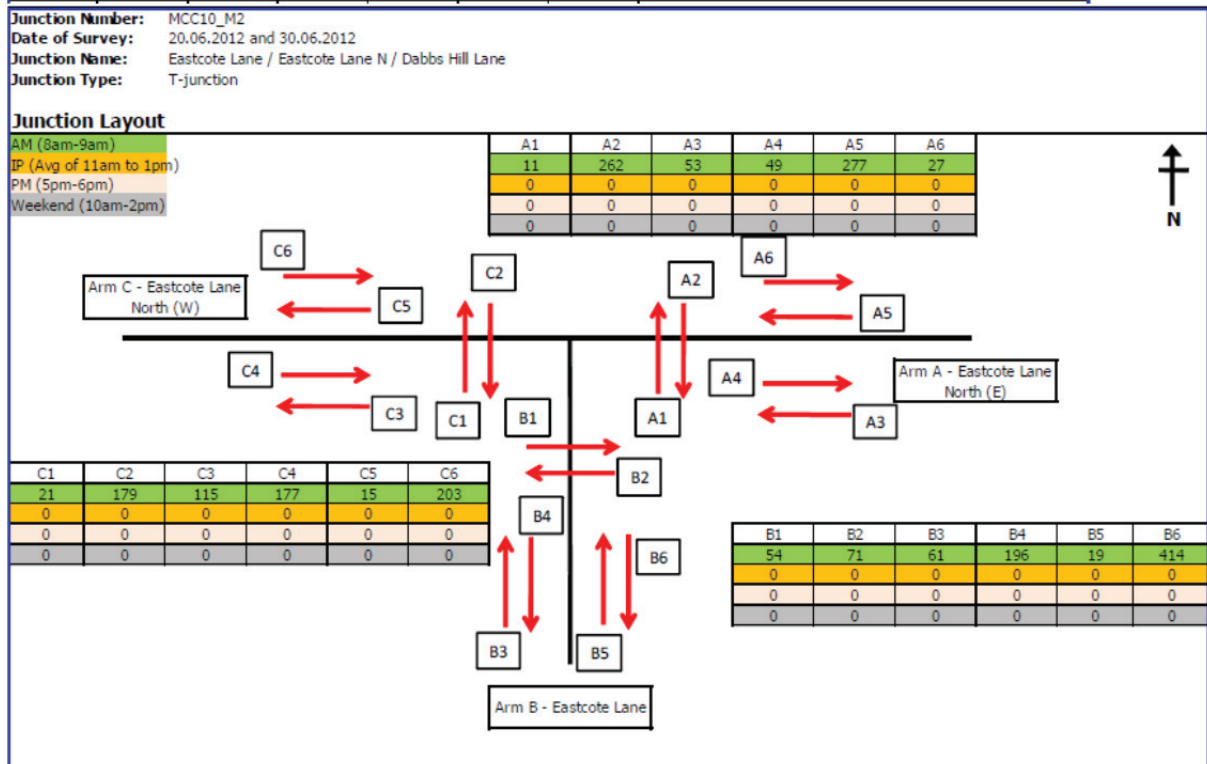
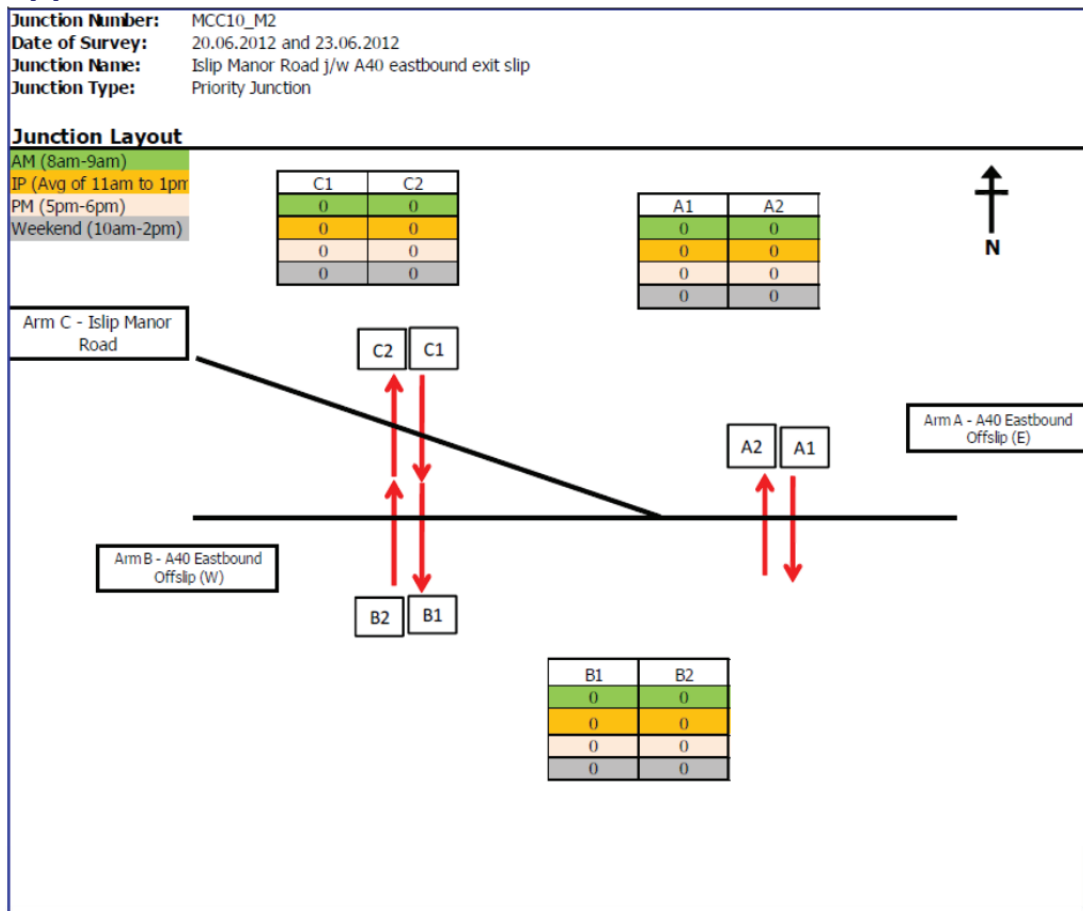


Junction Number: MCC9_M9
Date of Survey: 19.06.2012 and 23.06.2012
Junction Name: Lyon Way/Rockware Avenue
Junction Type: T-junction

Junction Layout



Appendix F.7 – Pedestrian Counts Sheet 10

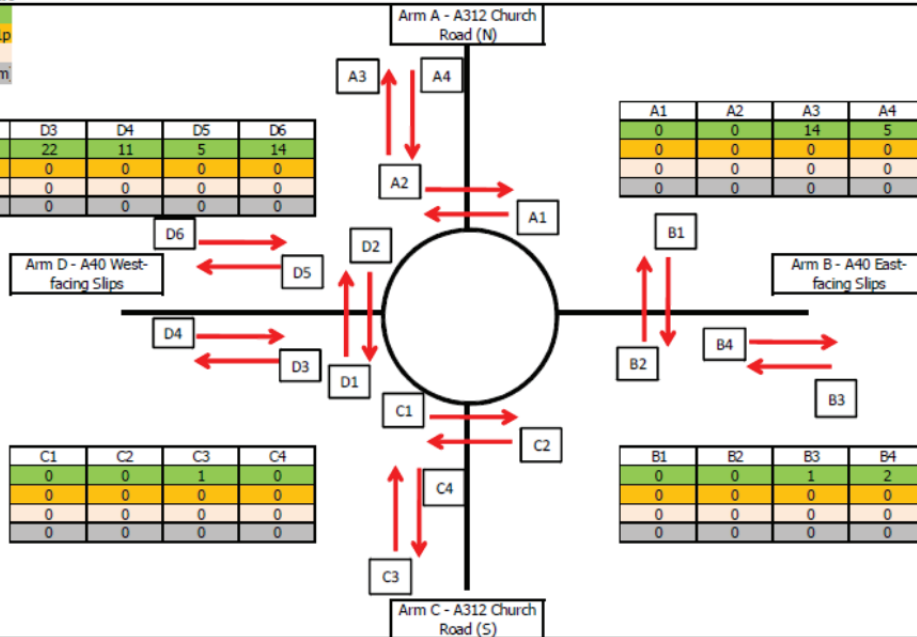


Junction Number: MCC10_M3
Date of Survey: 20.06.2012 and 07.07.2012
Junction Name: Target Roundabout - Church Lane / Western Ave
Junction Type: 4-arm Roundabout

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1p)
 PM (5pm-6pm)
 Weekend (10am-2pm)

D1	D2	D3	D4	D5	D6
7	2	22	11	5	14
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

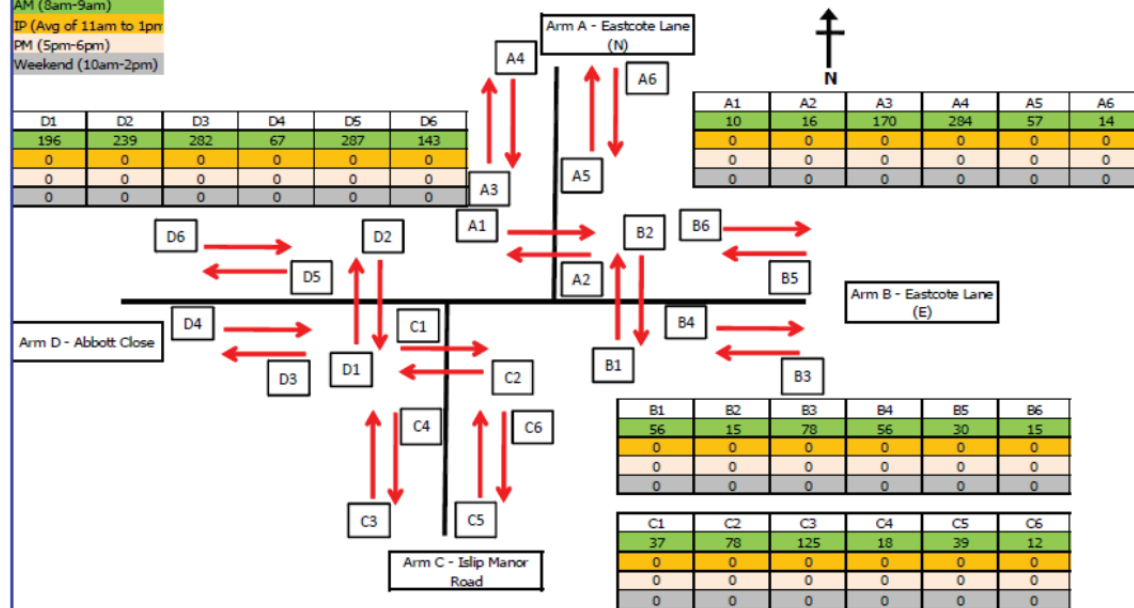


Junction Number: MCC10_M4
Date of Survey: 20.06.2012 and 23.06.2012
Junction Name: Abbot Close / Eastcote Lane / Islip Manor Road
Junction Type: Staggered Crossroads

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)

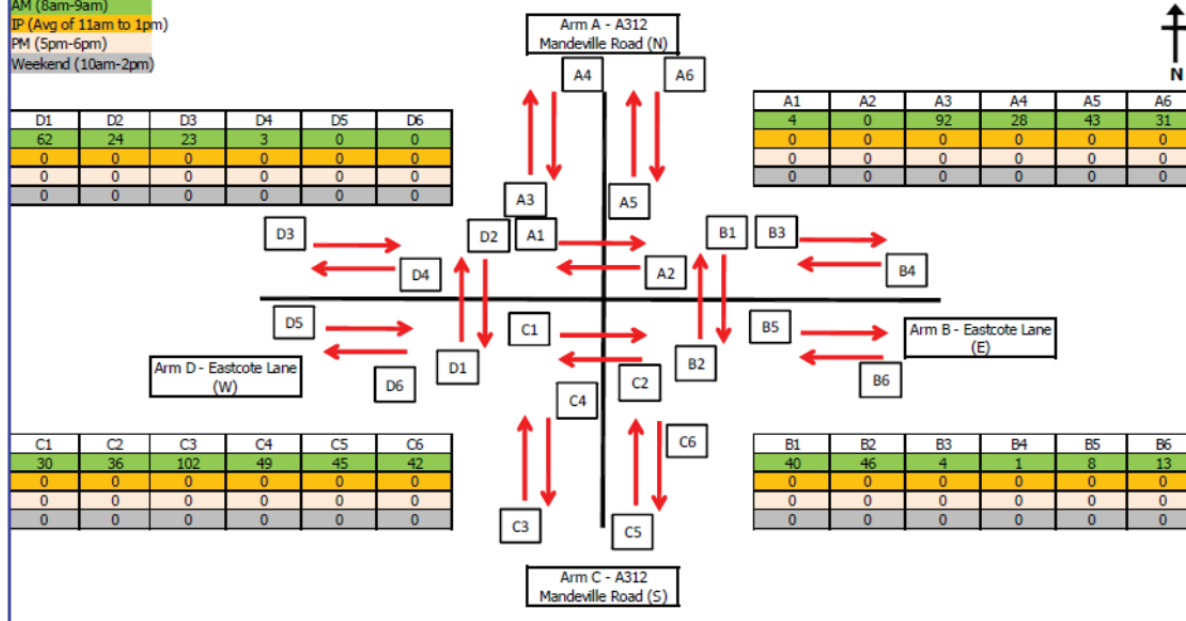
D1	D2	D3	D4	D5	D6
196	239	282	67	287	143
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0



Junction Number: MCC10_M5
Date of Survey: 20.06.2012 and 23.06.2012
Junction Name: Mandeville Road / Eastcote Lane
Junction Type: Crossroads

Junction Layout

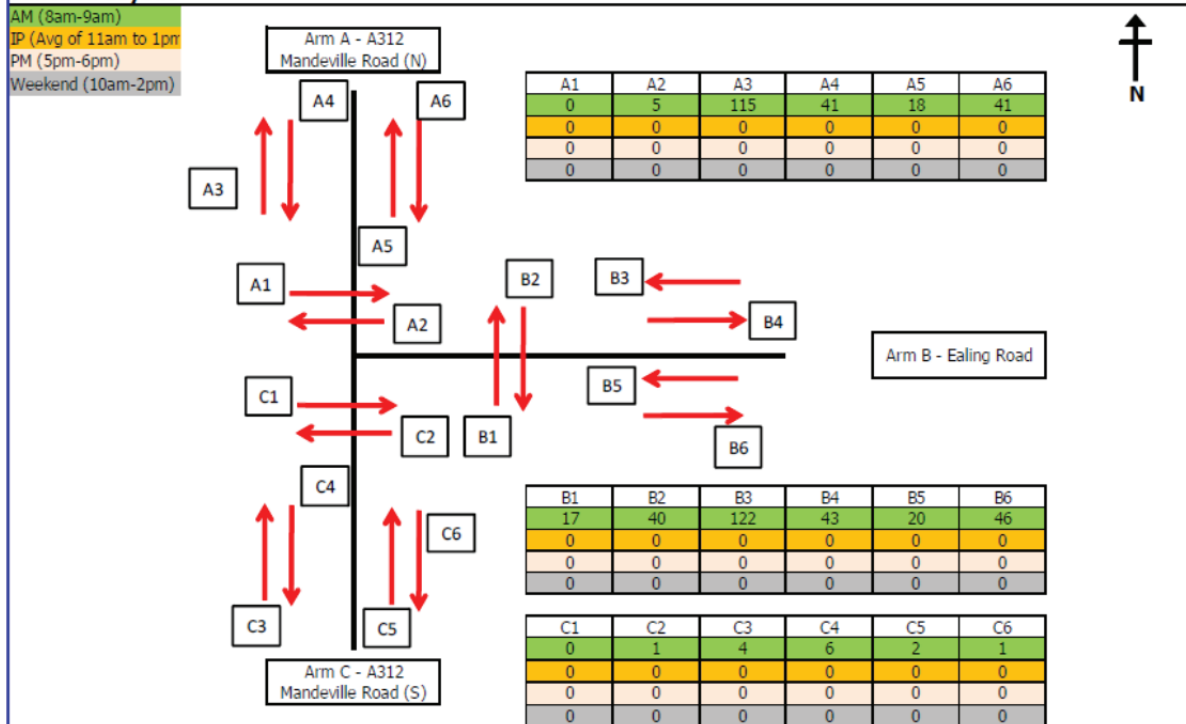
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC10_M6
Date of Survey: 20.06.2012 and 23.06.2012
Junction Name: Mandeville Road / Ealing Road
Junction Type: T-junction

Junction Layout

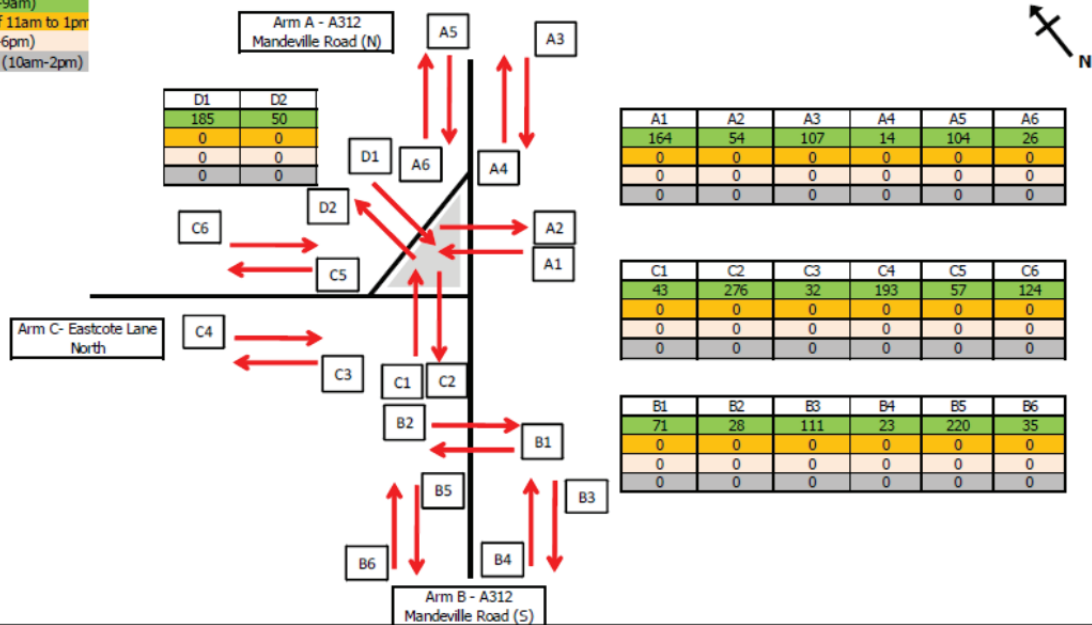
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC10_M7
Date of Survey: 20.06.2012 and 30.06.2
Junction Name: Mandeville Road / Eastcote Lane North
Junction Type: T-junction

Junction Layout

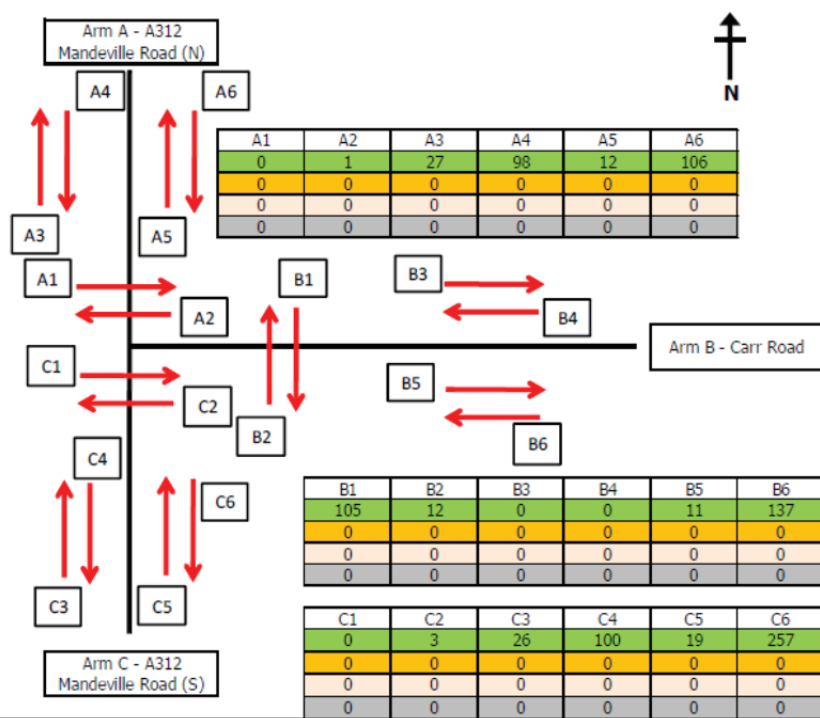
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC10_M8
Date of Survey: 20.06.2012 and 30.06.2012
Junction Name: Mandeville Road / Carr Road
Junction Type: T-junction

Junction Layout

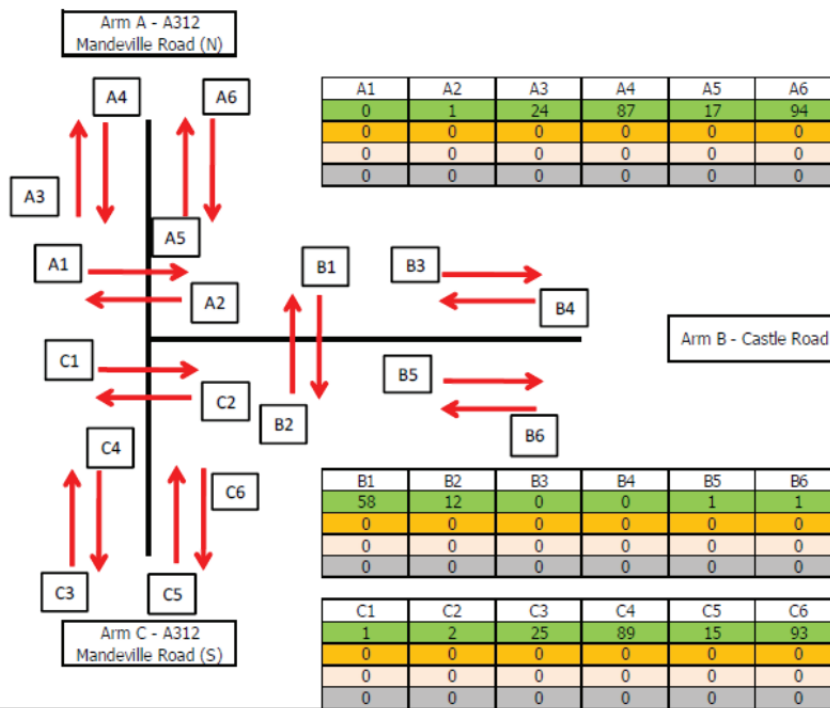
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC10_M9
Date of Survey: 20.06.2012 and 23.06.2012
Junction Name: Mandeville Road / Castle Road
Junction Type: T-junction

Junction Layout

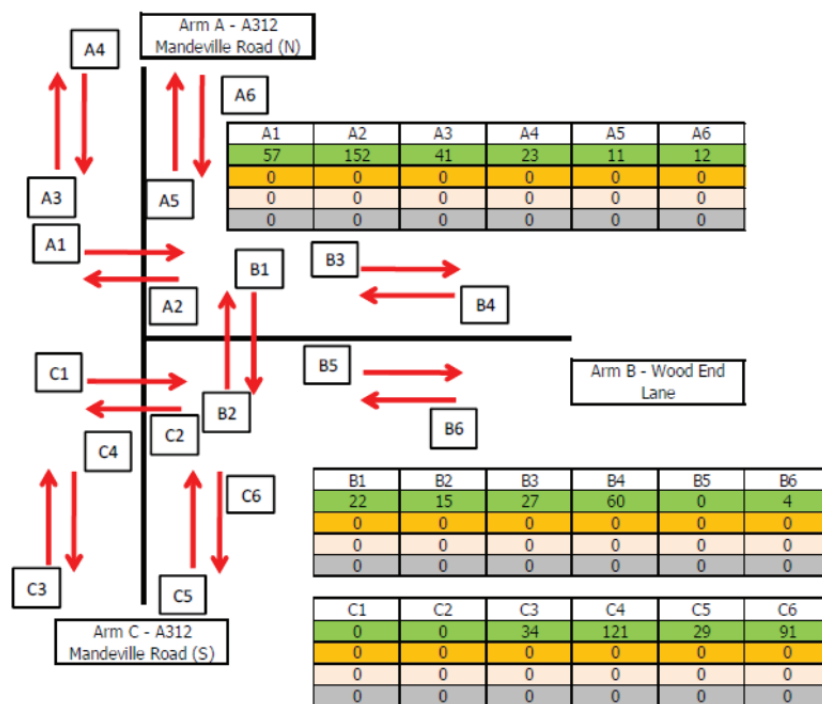
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC10_M20
Date of Survey: 20.06.2012 and 23.06.2012
Junction Name: Mandeville Road / Ribblesdale Ave / Wood End Lane
Junction Type: T-junction

Junction Layout

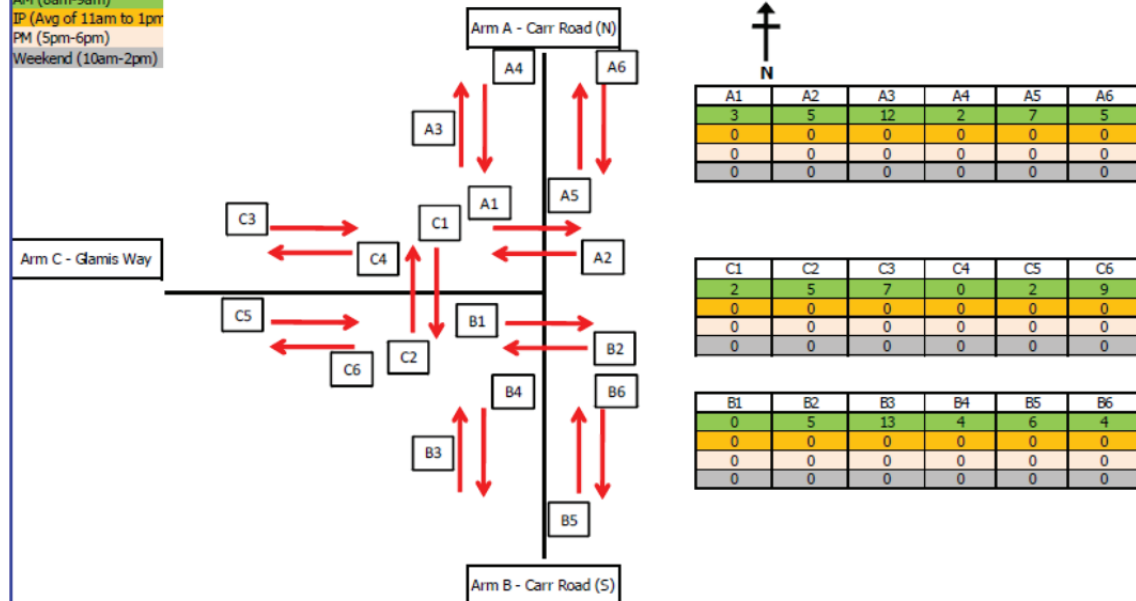
AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



Junction Number: MCC10_M11
Date of Survey: 27.06.2012 and 23.06.12
Junction Name: Carr Road / Glamis Way
Junction Type: T-junction

Junction Layout

AM (8am-9am)
 IP (Avg of 11am to 1pm)
 PM (5pm-6pm)
 Weekend (10am-2pm)



A1	A2	A3	A4	A5	A6
3	5	12	2	7	5
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

C1	C2	C3	C4	C5	C6
2	5	7	0	2	9
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

B1	B2	B3	B4	B5	B6
0	5	13	4	6	4
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

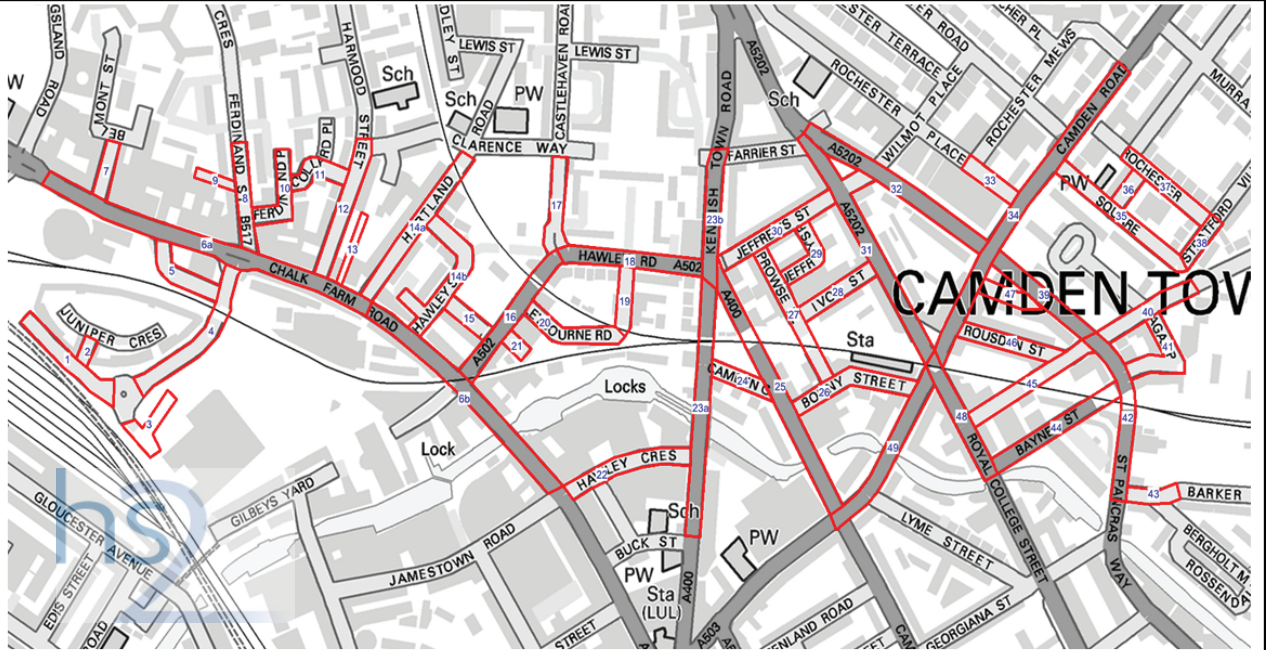
Appendix G – Parking Summary Sheets

Appendix G.1 – Parking Summary Sheet 1

Parking Survey Plan

Sheet 01

Site Location



Sheet 01 - Weekday Parking Summary

Survey Date 05/07/2012

Street	Juniper Crescent			Juniper Crescent			Morrisons entrance/exit and bus bay			Morrisons entry road			Morrisons exit		
	Section 1 Capacity	Section 1 Occupancy	Section 1 % Occupancy	Section 2 Capacity	Section 2 Occupancy	Section 2 % Occupancy	Section 3 Capacity	Section 3 Occupancy	Section 3 % Occupancy	Section 4 Capacity	Section 4 Occupancy	Section 4 % Occupancy	Section 5 Capacity	Section 5 Occupancy	Section 5 % Occupancy
05:00	13	0	0%	0	0	0%	8	0	0%	0	1	100%	0	0	0%
05:30	13	0	0%	0	0	0%	8	0	0%	0	1	100%	0	0	0%
06:00	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
06:30	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
07:00	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
07:30	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
08:00	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
08:30	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	2	100%
09:00	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	1	100%
09:30	13	0	0%	0	0	0%	8	1	13%	0	0	0%	0	1	100%
10:00	13	0	0%	0	0	0%	8	1	13%	0	0	0%	0	1	100%
10:30	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
11:00	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
11:30	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
12:00	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
12:30	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
13:00	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
13:30	13	0	0%	0	0	0%	8	0	0%	0	0	0%	0	0	0%
14:00	13	1	8%	0	0	0%	8	0	0%	0	0	0%	0	1	100%
14:30	13	1	8%	0	0	0%	8	0	0%	0	0	0%	0	1	100%
15:00	13	1	8%	0	0	0%	8	1	13%	0	2	100%	0	0	0%
15:30	13	2	15%	0	0	0%	8	1	13%	0	2	100%	0	0	0%
16:00	13	3	23%	0	0	0%	8	2	26%	0	2	100%	0	1	100%
16:30	13	3	23%	0	0	0%	8	2	26%	0	2	100%	0	1	100%
17:00	13	2	15%	0	0	0%	8	3	39%	0	3	100%	0	1	100%
17:30	13	2	15%	0	0	0%	8	2	26%	0	3	100%	0	1	100%
18:00	13	2	15%	0	0	0%	8	1	13%	0	3	100%	0	1	100%
18:30	13	2	15%	0	0	0%	8	1	13%	0	2	100%	0	1	100%
19:00	13	2	15%	0	0	0%	8	2	26%	0	2	100%	0	1	100%
19:30	13	2	15%	0	0	0%	8	2	26%	0	2	100%	0	1	100%
20:00	13	2	15%	0	1	100%	8	1	13%	0	1	100%	0	2	100%
20:30	13	0	0%	0	1	100%	8	2	26%	0	1	100%	0	2	100%
21:00	13	0	0%	0	0	0%	8	2	26%	0	1	100%	0	1	100%
21:30	13	0	0%	0	0	0%	8	2	26%	0	1	100%	0	1	100%
22:00	13	0	0%	0	0	0%	8	1	13%	0	1	100%	0	1	100%
22:30	13	0	0%	0	0	0%	8	2	26%	0	0	0%	0	1	100%

Street	Chalk Farm Road			Camden High Street			Belmont Street			Ferdinand Street			Lane off Ferdinand Street		
	Section 6a Capacity	Section 6a Occupancy	Section 6a % Occupancy	Section 6b Capacity	Section 6b Occupancy	Section 6b % Occupancy	Section 7 Capacity	Section 7 Occupancy	Section 7 % Occupancy	Section 8 Capacity	Section 8 Occupancy	Section 8 % Occupancy	Section 9 Capacity	Section 9 Occupancy	Section 9 % Occupancy
Time															
05:00	40	0	0%	26	0	0%	18	12	67%	23	23	100%	10	10	100%
05:30	40	0	0%	26	0	0%	18	11	61%	23	23	100%	10	10	100%
06:00	40	0	0%	26	0	0%	18	11	61%	23	22	96%	10	10	100%
06:30	40	2	5%	26	1	4%	18	12	67%	23	21	91%	10	10	100%
07:00	40	2	5%	26	5	19%	18	12	67%	23	22	96%	10	11	110%
07:30	40	3	7%	26	7	27%	18	12	67%	23	22	96%	10	11	110%
08:00	40	7	17%	26	8	31%	18	13	72%	23	22	96%	10	12	120%
08:30	24	7	29%	15	2	13%	16	14	88%	21	23	110%	10	10	100%
09:00	24	10	42%	15	6	39%	16	13	81%	21	20	95%	10	11	110%
09:30	24	8	33%	15	5	33%	16	14	88%	21	22	105%	10	11	110%
10:00	24	10	42%	15	5	33%	16	15	94%	21	23	110%	10	12	120%
10:30	24	11	46%	15	7	46%	16	16	100%	21	25	119%	10	13	130%
11:00	24	10	42%	15	6	39%	16	16	100%	21	26	124%	10	13	130%
11:30	24	21	88%	15	6	39%	16	15	94%	21	25	119%	10	13	130%
12:00	24	13	54%	15	6	39%	16	13	81%	21	25	119%	10	11	110%
12:30	24	16	67%	15	6	39%	16	14	88%	21	23	110%	10	9	90%
13:00	24	13	54%	15	5	33%	16	14	88%	21	16	76%	10	10	100%
13:30	24	11	46%	15	5	33%	16	13	81%	21	17	81%	10	11	110%
14:00	24	13	54%	15	7	46%	16	15	94%	21	18	86%	10	7	70%
14:30	24	14	58%	15	11	73%	16	15	94%	21	18	86%	10	7	70%
15:00	24	19	79%	15	19	124%	16	18	113%	21	22	105%	10	8	80%
15:30	24	19	79%	15	16	105%	16	17	106%	21	25	119%	10	8	80%
16:00	24	19	79%	15	14	92%	16	16	100%	21	27	129%	10	9	90%
16:30	24	15	63%	15	14	92%	16	16	100%	21	25	119%	10	9	90%
17:00	24	14	58%	15	14	92%	16	17	106%	21	22	105%	10	7	70%
17:30	24	16	67%	15	14	92%	16	17	106%	21	24	114%	10	8	80%
18:00	24	16	67%	15	15	98%	16	17	106%	21	26	124%	10	9	90%
18:30	24	7	29%	15	15	98%	16	18	113%	21	27	129%	10	9	90%
19:00	24	2	8%	15	16	105%	16	22	138%	21	29	138%	10	6	60%
19:30	24	13	54%	15	12	79%	16	19	119%	21	26	124%	10	5	50%
20:00	24	13	54%	15	13	85%	16	15	94%	21	25	119%	10	6	60%
20:30	24	15	63%	15	17	111%	16	19	119%	21	29	138%	10	8	80%
21:00	24	17	71%	15	18	118%	16	18	113%	21	30	143%	10	9	90%
21:30	24	17	71%	15	19	124%	16	18	113%	21	30	143%	10	10	100%
22:00	24	16	67%	15	15	98%	16	18	113%	21	30	143%	10	10	100%
22:30	24	15	63%	15	15	98%	16	18	113%	21	30	143%	10	10	100%

Street	Ferdinand Place			Collard Place (Private Road)			Harmood Street			Site Access			Hartland Road		
	Section 10 Capacity	Section 10 Occupancy	Section 10 % Occupancy	Section 11 Capacity	Section 11 Occupancy	Section 11 % Occupancy	Section 12 Capacity	Section 12 Occupancy	Section 12 % Occupancy	Section 13 Capacity	Section 13 Occupancy	Section 13 % Occupancy	Section 14a Capacity	Section 14a Occupancy	Section 14a % Occupancy
Time															
05:00	23	4	17%	12	0	0%	31	22	72%	0	0	0%	45	27	60%
05:30	23	4	17%	12	0	0%	31	22	72%	0	0	0%	45	27	60%
06:00	23	4	17%	12	0	0%	31	20	65%	0	0	0%	45	25	56%
06:30	23	3	13%	12	0	0%	31	21	69%	0	0	0%	45	27	60%
07:00	23	3	13%	12	0	0%	31	20	65%	0	0	0%	45	27	60%
07:30	23	3	13%	12	0	0%	31	20	65%	0	0	0%	45	27	60%
08:00	23	3	13%	12	0	0%	31	21	69%	0	0	0%	45	24	54%
08:30	12	2	17%	12	1	8%	21	19	92%	0	0	0%	40	25	62%
09:00	12	2	17%	12	2	17%	21	20	96%	0	0	0%	40	25	62%
09:30	12	2	17%	12	2	17%	21	21	101%	0	0	0%	40	25	62%
10:00	12	6	50%	12	1	8%	21	19	92%	0	0	0%	40	25	62%
10:30	12	5	42%	12	1	8%	21	18	87%	0	0	0%	40	26	64%
11:00	12	6	50%	12	2	17%	21	15	72%	0	0	0%	40	27	67%
11:30	12	7	58%	12	3	25%	21	16	77%	0	0	0%	40	28	69%
12:00	12	8	67%	12	3	25%	21	17	82%	0	0	0%	40	28	69%
12:30	12	9	75%	12	3	25%	21	18	87%	0	0	0%	40	27	67%
13:00	12	8	67%	12	3	25%	21	17	82%	0	0	0%	40	27	67%
13:30	12	7	58%	12	8	67%	21	18	87%	0	0	0%	40	27	67%
14:00	12	3	25%	12	11	92%	21	19	92%	0	0	0%	40	24	59%
14:30	12	3	25%	12	11	92%	21	18	87%	0	0	0%	40	24	59%
15:00	12	4	33%	12	15	125%	21	19	92%	0	0	0%	40	28	69%
15:30	12	4	33%	12	14	117%	21	20	96%	0	0	0%	40	26	64%
16:00	12	4	33%	12	11	92%	21	21	101%	0	0	0%	40	25	62%
16:30	12	4	33%	12	8	67%	21	21	101%	0	0	0%	40	26	64%
17:00	12	9	75%	12	0	0%	21	21	101%	0	0	0%	40	26	64%
17:30	12	6	50%	12	5	42%	21	22	106%	0	0	0%	40	27	67%
18:00	12	4	33%	12	9	75%	21	23	111%	0	0	0%	40	28	69%
18:30	12	9	75%	12	10	83%	21	21	101%	0	0	0%	40	27	67%
19:00	12	6	50%	12	12	100%	21	20	96%	0	0	0%	40	26	64%
19:30	12	4	33%	12	10	83%	21	20	96%	0	0	0%	40	29	72%
20:00	12	3	25%	12	9	75%	21	20	96%	0	0	0%	40	31	77%
20:30	12	3	25%	12	11	92%	21	19	92%	0	0	0%	40	28	69%
21:00	12	4	33%	12	11	92%	21	18	87%	0	0	0%	40	26	64%
21:30	12	4	33%	12	14	117%	21	18	87%	0	0	0%	40	25	62%
22:00	12	3	25%	12	11	92%	21	18	87%	0	0	0%	40	25	62%
22:30	12	3	25%	12	11	92%	21	18	87%	0	0	0%	40	25	62%
Street															
		Hawley Road			Leybourne Street			Castlehaven Road			Castlehaven Road			Hawley Road	
Time	Section 14b Capacity	Section 14b Occupancy	Section 14b % Occupancy	Section 15 Capacity	Section 15 Occupancy	Section 15 % Occupancy	Section 16 Capacity	Section 16 Occupancy	Section 16 % Occupancy	Section 17 Capacity	Section 17 Occupancy	Section 17 % Occupancy	Section 18 Capacity	Section 18 Occupancy	Section 18 % Occupancy
05:00	29	16	54%	9	4	46%	32	1	3%	17	6	34%	25	6	24%
05:30	29	16	54%	9	4	46%	32	1	3%	17	6	34%	25	6	24%
06:00	29	16	54%	9	4	46%	32	1	3%	17	6	34%	25	6	24%
06:30	29	16	54%	9	5	57%	32	1	3%	17	7	40%	25	7	28%
07:00	29	17	58%	9	5	57%	32	2	6%	17	8	46%	25	8	32%
07:30	29	19	65%	9	5	57%	15	3	20%	17	6	34%	25	6	24%
08:00	29	18	61%	9	4	46%	15	5	33%	17	4	23%	25	3	12%
08:30	29	17	58%	9	5	57%	15	1	7%	17	5	29%	10	5	51%
09:00	29	18	61%	9	5	57%	15	1	7%	17	5	29%	10	6	61%
09:30	29	16	54%	9	5	57%	15	2	13%	17	5	29%	10	6	61%
10:00	29	16	54%	9	6	69%	15	3	20%	17	7	40%	10	6	61%
10:30	29	17	58%	9	6	69%	15	4	27%	17	8	46%	10	7	71%
11:00	29	17	58%	9	6	69%	15	5	33%	17	8	46%	10	7	71%
11:30	29	14	48%	9	5	57%	15	5	33%	17	7	40%	10	7	71%
12:00	29	14	48%	9	6	69%	15	9	60%	17	7	40%	10	7	71%
12:30	29	13	44%	9	6	69%	15	12	80%	17	7	40%	10	7	71%
13:00	29	14	48%	9	6	69%	15	12	80%	17	7	40%	10	7	71%
13:30	29	15	51%	9	6	69%	15	12	80%	17	7	40%	10	6	61%
14:00	29	17	58%	9	4	46%	15	14	93%	17	15	86%	10	9	92%
14:30	29	16	54%	9	4	46%	15	13	87%	17	15	86%	10	10	102%
15:00	29	20	68%	9	5	57%	15	19	127%	17	17	97%	10	10	102%
15:30	29	18	61%	9	5	57%	15	16	107%	17	17	97%	10	10	102%
16:00	29	17	58%	9	4	46%	15	15	100%	17	16	92%	10	10	102%
16:30	29	16	54%	9	4	46%	15	14	93%	17	3	17%	10	10	102%
17:00	29	14	48%	9	4	46%	15	14	93%	17	7	40%	10	10	102%
17:30	29	18	61%	9	12	146%	15	14	93%	17	12	69%	10	10	102%
18:00	29	20	68%	9	4	46%	15	17	100%	17	9	97%	10	9	92%
18:30	29	20	68%	9	5	57%	15	15	113%	17	17	97%	25	9	36%
19:00	29	20	68%	9	6	69%	15	18	120%	17	16	92%	25	10	40%
19:30	29	19	65%	9	4	46%	15	17	113%	17	13	74%	25	9	36%
20:00	29	18	61%	9	4	46%	15	14	93%	17	14	80%	25	9	36%
20:30	29	18	61%	9	5	57%	15	16	107%	17	17	97%	25	11	44%
21:00	29	19	65%	9	5	57%	15	16	107%	17	17	97%	25	11	44%
21:30	29	19	65%	9	6	69%	15	17	113%	17	17	97%	25	11	44%
22:00	29	19	65%	9	6	69%	15	16	107%	17	18	103%	25	21	84%
22:30	29	19	65%	9	6	69%	15	16	107%	17	18	103%	25	21	84%

Street	Torbay Street			Leybourne Road			Haven Street			Hawley Crescent			Kentish Town Road		
	Section 19 Capacity	Section 19 Occupancy	Section 19 % Occupancy	Section 20 Capacity	Section 20 Occupancy	Section 20 % Occupancy	Section 21 Capacity	Section 21 Occupancy	Section 21 % Occupancy	Section 22 Capacity	Section 22 Occupancy	Section 22 % Occupancy	Section 23a Capacity	Section 23a Occupancy	Section 23a % Occupancy
Time															
05:00	21	0	0%	29	1	3%	10	0	0%	15	4	26%	12	0	0%
05:30	21	0	0%	29	1	3%	10	0	0%	15	4	26%	12	0	0%
06:00	21	0	0%	29	1	3%	10	0	0%	15	4	26%	12	0	0%
06:30	21	0	0%	29	1	3%	10	0	0%	15	6	39%	12	1	8%
07:00	21	0	0%	29	1	3%	10	0	0%	15	5	33%	12	1	8%
07:30	21	0	0%	29	2	7%	10	0	0%	15	3	20%	12	1	8%
08:00	21	0	0%	29	1	3%	10	0	0%	15	5	33%	12	3	25%
08:30	5	0	0%	16	3	18%	10	0	0%	8	7	92%	5	1	18%
09:00	5	0	0%	16	3	18%	10	0	0%	8	7	92%	5	1	18%
09:30	5	1	18%	16	3	18%	10	0	0%	8	8	105%	5	1	18%
10:00	5	0	0%	16	3	18%	10	2	20%	8	8	105%	5	3	55%
10:30	5	0	0%	16	3	18%	10	2	20%	8	10	131%	5	4	73%
11:00	5	1	18%	16	5	31%	10	1	10%	8	7	92%	5	4	73%
11:30	5	1	18%	16	6	37%	10	1	10%	8	6	79%	5	4	73%
12:00	5	1	18%	16	10	61%	10	1	10%	8	7	92%	5	3	55%
12:30	5	0	0%	16	11	67%	10	2	20%	8	7	92%	5	3	55%
13:00	5	1	18%	16	9	55%	10	2	20%	8	7	92%	5	3	55%
13:30	5	1	18%	16	8	49%	10	3	30%	8	7	92%	5	4	73%
14:00	5	5	92%	16	15	92%	10	9	90%	8	8	105%	5	3	55%
14:30	5	4	73%	16	16	98%	10	9	90%	8	5	65%	5	3	55%
15:00	5	6	110%	16	17	104%	10	8	80%	8	11	144%	5	4	73%
15:30	5	5	92%	16	12	73%	10	11	110%	8	8	105%	5	4	73%
16:00	5	5	92%	16	12	73%	10	11	110%	8	8	105%	5	5	92%
16:30	5	5	92%	16	12	73%	10	6	60%	8	8	105%	5	5	92%
17:00	5	2	37%	16	10	61%	10	4	40%	8	8	105%	5	3	55%
17:30	5	5	92%	16	12	73%	10	13	130%	8	9	118%	5	3	55%
18:00	5	6	110%	16	21	128%	10	13	130%	8	14	188%	5	3	55%
18:30	21	6	29%	29	18	61%	10	11	110%	15	9	59%	12	3	25%
19:00	21	5	24%	29	17	58%	10	10	100%	15	8	52%	12	3	25%
19:30	21	5	24%	29	13	44%	10	10	100%	15	8	52%	12	3	25%
20:00	21	4	19%	29	14	48%	10	9	90%	15	7	46%	12	3	25%
20:30	21	4	19%	29	15	51%	10	10	100%	15	7	46%	12	5	42%
21:00	21	5	24%	29	15	51%	10	11	110%	15	8	52%	12	6	50%
21:30	21	5	24%	29	15	51%	10	11	110%	15	7	46%	12	4	33%
22:00	21	5	24%	29	15	51%	10	12	120%	15	7	46%	12	4	33%
22:30	21	5	24%	29	15	51%	10	12	120%	15	8	52%	12	4	33%
Street	Kentish Town Road			Camden Gardens			Camden Street			Bonny Street			Prowse Place		
	Section 23b Capacity	Section 23b Occupancy	Section 23b % Occupancy	Section 24 Capacity	Section 24 Occupancy	Section 24 % Occupancy	Section 25 Capacity	Section 25 Occupancy	Section 25 % Occupancy	Section 26 Capacity	Section 26 Occupancy	Section 26 % Occupancy	Section 27 Capacity	Section 27 Occupancy	Section 27 % Occupancy
Time															
05:00	18	13	72%	7	0	0%	51	3	6%	22	18	83%	40	5	12%
05:30	18	12	67%	7	0	0%	51	3	6%	22	17	78%	40	5	12%
06:00	18	12	67%	7	0	0%	51	3	6%	22	17	78%	40	5	12%
06:30	18	14	78%	7	0	0%	51	3	6%	22	17	78%	40	6	15%
07:00	14	13	93%	7	0	0%	51	3	6%	22	16	73%	40	5	12%
07:30	14	1	7%	7	0	0%	51	1	2%	22	19	87%	40	6	15%
08:00	14	13	93%	7	0	0%	51	1	2%	22	16	73%	40	6	15%
08:30	14	14	100%	0	0	0%	15	1	7%	19	13	70%	8	7	88%
09:00	14	13	93%	0	0	0%	15	0	0%	19	13	70%	8	7	88%
09:30	14	14	100%	0	0	0%	15	0	0%	19	13	70%	8	8	100%
10:00	14	14	100%	0	0	0%	15	0	0%	19	13	70%	8	8	100%
10:30	14	15	107%	0	1	100%	15	0	0%	19	14	75%	8	8	100%
11:00	14	15	107%	0	0	0%	15	0	0%	19	15	81%	8	8	100%
11:30	14	15	107%	0	0	0%	15	0	0%	19	15	81%	8	9	113%
12:00	14	15	107%	0	0	0%	15	0	0%	19	15	81%	8	9	113%
12:30	14	14	100%	0	0	0%	15	1	7%	19	16	86%	8	8	100%
13:00	14	15	107%	0	0	0%	15	1	7%	19	16	86%	8	8	100%
13:30	14	16	114%	0	0	0%	15	1	7%	19	16	86%	8	8	100%
14:00	14	11	79%	0	0	0%	15	1	7%	19	12	65%	8	8	100%
14:30	14	11	79%	0	0	0%	15	1	7%	19	12	65%	8	8	100%
15:00	14	16	114%	0	0	0%	15	0	0%	19	12	65%	8	8	100%
15:30	14	3	21%	0	0	0%	15	0	0%	19	12	65%	8	10	125%
16:00	0	4	100%	0	4	100%	15	1	7%	19	12	65%	8	10	125%
16:30	0	7	100%	0	2	100%	15	0	0%	19	8	43%	8	8	100%
17:00	0	13	100%	0	0	0%	15	0	0%	19	9	49%	8	7	88%
17:30	0	12	100%	0	0	0%	15	2	13%	19	11	59%	8	7	88%
18:00	0	11	100%	0	0	0%	15	3	20%	19	13	70%	8	6	75%
18:30	0	13	100%	7	1	15%	51	3	6%	22	13	60%	40	6	15%
19:00	18	14	78%	7	1	15%	51	2	4%	22	13	60%	40	7	17%
19:30	18	11	61%	7	1	15%	51	2	4%	22	15	69%	40	9	22%
20:00	18	12	67%	7	0	0%	51	2	4%	22	16	73%	40	10	25%
20:30	18	13	72%	7	0	0%	51	2	4%	22	16	73%	40	11	27%
21:00	18	14	78%	7	0	0%	51	2	4%	22	16	73%	40	11	27%
21:30	18	14	78%	7	0	0%	51	2	4%	22	13	60%	40	14	35%
22:00	18	13	72%	7	0	0%	51	1	2%	22	13	60%	40	14	35%
22:30	18	12	67%	7	0	0%	51	1	2%	22	13	60%	40	14	35%

Street	Ivor Street			Jeffrey's Place			Jeffrey's Street and Wilmot Place			Royal College Street			St Pancras Way		
	Section 28	Section 28	Section 28	Section 29	Section 29	Section 29	Section 30	Section 30	Section 30	Section 31	Section 31	Section 31	Section 32	Section 32	Section 32
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	28	24	85%	21	3	14%	46	29	63%	59	22	37%	48	13	27%
05:30	28	24	85%	21	3	14%	46	29	63%	59	22	37%	48	13	27%
06:00	28	23	81%	21	3	14%	46	27	59%	59	22	37%	48	13	27%
06:30	28	23	81%	21	3	14%	46	28	61%	59	23	39%	48	13	27%
07:00	28	22	78%	21	3	14%	46	29	63%	59	22	37%	48	14	29%
07:30	28	20	71%	21	2	10%	46	26	57%	59	21	37%	48	13	27%
08:00	28	20	71%	21	2	10%	46	25	55%	59	21	36%	48	14	29%
08:30	21	20	96%	3	4	122%	32	28	89%	24	18	75%	7	7	107%
09:00	21	20	96%	3	3	92%	32	27	85%	24	18	75%	7	7	107%
09:30	21	20	96%	3	3	92%	32	26	82%	24	22	92%	7	6	92%
10:00	21	18	87%	3	4	122%	32	28	89%	24	22	92%	7	9	138%
10:30	21	18	87%	3	5	153%	32	29	92%	24	23	96%	7	9	138%
11:00	21	19	92%	3	6	183%	32	29	92%	24	22	92%	7	9	138%
11:30	21	19	92%	3	6	183%	32	29	92%	24	22	92%	7	9	138%
12:00	21	20	96%	3	4	122%	32	29	92%	24	21	88%	7	7	107%
12:30	21	21	101%	3	3	92%	32	28	89%	24	20	83%	7	7	107%
13:00	21	22	106%	3	3	92%	32	30	95%	24	21	88%	7	8	122%
13:30	21	22	106%	3	5	153%	32	31	98%	24	20	83%	7	8	122%
14:00	21	24	116%	3	5	153%	32	29	92%	24	16	67%	7	9	138%
14:30	21	24	116%	3	5	153%	32	27	85%	24	21	88%	7	9	138%
15:00	21	18	87%	3	5	153%	32	25	79%	24	25	104%	7	6	92%
15:30	21	16	77%	3	5	153%	32	25	79%	24	23	96%	7	7	107%
16:00	21	16	77%	3	5	153%	32	24	76%	24	23	96%	7	8	122%
16:30	21	13	63%	3	5	153%	32	18	57%	24	15	63%	7	1	15%
17:00	21	11	53%	3	4	122%	32	17	54%	24	14	58%	7	1	15%
17:30	21	11	53%	3	4	122%	32	19	60%	24	17	71%	7	2	31%
18:00	21	12	58%	3	4	122%	32	20	63%	24	20	83%	7	2	31%
18:30	28	15	53%	21	4	19%	46	22	48%	59	20	34%	48	3	6%
19:00	28	17	60%	21	4	19%	46	23	50%	59	20	34%	48	5	10%
19:30	28	20	71%	21	4	19%	46	25	55%	59	27	46%	48	7	15%
20:00	28	21	74%	21	4	19%	46	26	57%	59	28	48%	48	7	15%
20:30	28	21	74%	21	4	19%	46	26	57%	59	26	44%	48	9	19%
21:00	28	21	74%	21	5	24%	46	27	59%	59	26	44%	48	10	21%
21:30	28	21	74%	21	6	29%	46	27	59%	59	26	44%	48	3	6%
22:00	28	22	78%	21	6	29%	46	25	55%	59	23	39%	48	3	6%
22:30	28	22	78%	21	6	29%	46	25	55%	59	23	39%	48	3	6%

Street	Rochester Place			Camden Road			Rochester Square			Rochester Square			Rochester Square		
	Section 33	Section 33	Section 33	Section 34	Section 34	Section 34	Section 35	Section 35	Section 35	Section 36	Section 36	Section 36	Section 37	Section 37	Section 37
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	16	2	12%	26	3	11%	47	21	47%	0	0	0%	35	38	109%
05:30	16	2	12%	26	3	11%	47	22	45%	0	0	0%	35	37	106%
06:00	16	2	12%	26	3	11%	47	19	41%	0	0	0%	35	36	103%
06:30	16	3	18%	26	3	11%	47	20	43%	0	0	0%	35	37	106%
07:00	16	3	18%	11	3	28%	45	23	51%	0	0	0%	35	33	95%
07:30	16	3	18%	11	0	0%	45	18	40%	0	0	0%	35	33	95%
08:00	16	3	18%	11	0	0%	45	16	36%	0	0	0%	35	33	95%
08:30	5	2	37%	11	1	9%	28	16	56%	0	0	0%	33	28	86%
09:00	5	2	37%	11	1	9%	28	15	53%	0	0	0%	33	29	89%
09:30	5	3	55%	11	0	0%	28	14	49%	0	0	0%	33	30	92%
10:00	5	3	55%	11	0	0%	28	14	49%	0	0	0%	33	30	92%
10:30	5	3	55%	11	6	55%	28	15	53%	0	0	0%	33	31	95%
11:00	5	3	55%	11	6	55%	28	12	42%	0	0	0%	33	32	98%
11:30	5	3	55%	11	6	55%	28	13	46%	0	0	0%	33	34	104%
12:00	5	2	37%	11	6	55%	28	13	46%	0	0	0%	33	30	92%
12:30	5	2	37%	11	4	37%	28	14	49%	0	0	0%	33	28	86%
13:00	5	2	37%	11	4	37%	28	14	49%	0	0	0%	33	27	83%
13:30	5	2	37%	11	3	28%	28	15	53%	0	0	0%	33	26	79%
14:00	5	3	55%	11	3	28%	28	14	49%	0	0	0%	33	24	73%
14:30	5	3	55%	11	3	28%	28	14	49%	0	0	0%	33	24	73%
15:00	5	2	37%	11	5	46%	28	14	49%	0	0	0%	33	25	76%
15:30	5	2	37%	11	5	46%	28	14	49%	0	0	0%	33	25	76%
16:00	5	2	37%	11	0	0%	28	13	46%	0	0	0%	33	24	73%
16:30	5	3	55%	11	0	0%	28	15	49%	0	0	0%	33	24	73%
17:00	5	1	18%	11	0	0%	28	15	53%	0	0	0%	33	24	73%
17:30	5	1	18%	11	0	0%	28	11	39%	0	0	0%	33	24	73%
18:00	5	2	37%	11	2	18%	28	7	25%	0	0	0%	33	26	79%
18:30	16	5	31%	11	2	18%	45	10	22%	0	0	0%	35	22	63%
19:00	16	5	31%	26	3	11%	47	13	28%	0	0	0%	35	21	60%
19:30	16	5	31%	26	3	11%	47	14	30%	0	0	0%	35	25	72%
20:00	16	4	24%	26	5	19%	47	18	38%	0	0	0%	35	27	77%
20:30	16	4	24%	26	5	19%	47	18	38%	0	0	0%	35	26	74%
21:00	16	4	24%	26	4	15%	47	17	36%	0	0	0%	35	25	72%
21:30	16	4	24%	26	4	15%	47	16	34%	0	0	0%	35	24	69%
22:00	16	4	24%	26	4	15%	47	14	30%	0	0	0%	35	22	63%
22:30	16	4	24%	26	4	15%	47	14	30%	0	0	0%	35	24	69%

Time	Stratford Villas			St Pancras Way			Agar Grove			Agar Place and Wrotham Road			St Pancras Way			Barker Drive		
	Section 38 Capacity	Section 38 Occupancy	Section 38 % Occupancy	Section 39 Capacity	Section 39 Occupancy	Section 39 % Occupancy	Section 40 Capacity	Section 40 Occupancy	Section 40 % Occupancy	Section 41 Capacity	Section 41 Occupancy	Section 41 % Occupancy	Section 42 Capacity	Section 42 Occupancy	Section 42 % Occupancy	Section 43 Capacity	Section 43 Occupancy	Section 43 % Occupancy
05:00	16	5	31%	32	0	0%	40	6	15%	35	8	23%	43	0	0%	15	19	127%
05:30	16	5	31%	32	0	0%	40	6	15%	35	8	23%	43	0	0%	15	18	118%
06:00	16	5	31%	32	0	0%	40	6	15%	35	7	20%	43	0	0%	15	18	118%
06:30	16	5	31%	32	0	0%	40	6	15%	35	7	20%	43	0	0%	15	17	112%
07:00	16	5	31%	32	0	0%	40	6	15%	35	7	20%	43	0	0%	15	16	107%
07:30	16	4	24%	32	0	0%	40	5	12%	35	6	17%	43	0	0%	15	16	107%
08:00	16	4	24%	32	0	0%	40	5	12%	35	6	17%	43	0	0%	15	15	100%
08:30	13	4	31%	0	1	100%	5	3	55%	9	6	69%	0	0	0%	15	11	73%
09:00	13	5	38%	0	1	100%	5	3	55%	9	5	57%	0	0	0%	15	11	73%
09:30	13	5	38%	0	0	0%	5	3	55%	9	4	46%	0	0	0%	15	12	80%
10:00	13	5	38%	0	0	0%	5	4	73%	9	4	46%	0	0	0%	15	12	80%
10:30	13	5	38%	0	1	100%	5	4	73%	9	4	46%	0	0	0%	15	12	80%
11:00	13	5	38%	0	1	100%	5	4	73%	9	4	46%	0	0	0%	15	13	87%
11:30	13	5	38%	0	0	0%	5	4	73%	9	5	57%	0	0	0%	15	14	93%
12:00	13	4	31%	0	0	0%	5	4	73%	9	6	69%	0	0	0%	15	14	93%
12:30	13	4	31%	0	1	100%	5	5	92%	9	6	69%	0	0	0%	15	14	93%
13:00	13	4	31%	0	1	100%	5	4	73%	9	5	57%	0	0	0%	15	15	97%
13:30	13	4	31%	0	0	0%	5	4	73%	9	4	46%	0	0	0%	15	13	87%
14:00	13	3	23%	0	0	0%	5	5	92%	9	5	57%	0	0	0%	15	8	53%
14:30	13	3	23%	0	0	0%	5	5	92%	9	6	69%	0	0	0%	15	8	53%
15:00	13	3	23%	0	2	100%	5	5	92%	9	8	92%	0	0	0%	15	6	40%
15:30	13	3	23%	0	1	100%	5	4	73%	9	6	69%	0	0	0%	15	7	47%
16:00	13	3	23%	0	1	100%	5	3	55%	9	4	46%	0	0	0%	15	8	53%
16:30	13	3	23%	0	1	100%	5	3	55%	9	4	46%	0	0	0%	15	8	53%
17:00	13	6	46%	0	5	100%	5	4	73%	9	5	57%	0	0	0%	15	5	33%
17:30	13	6	46%	0	5	100%	5	4	73%	9	5	57%	0	0	0%	15	8	53%
18:00	13	4	31%	0	5	100%	5	4	73%	9	8	92%	0	0	0%	15	12	80%
18:30	16	4	24%	32	5	16%	40	5	12%	35	7	20%	43	0	0%	15	9	60%
19:00	16	4	24%	32	5	16%	40	6	15%	35	6	17%	43	0	0%	15	9	60%
19:30	16	6	35%	32	5	16%	40	6	15%	35	10	32%	43	0	0%	15	11	73%
20:00	16	3	18%	32	3	9%	40	7	17%	35	12	34%	43	0	0%	15	11	73%
20:30	16	2	12%	32	3	9%	40	6	15%	35	12	34%	43	0	0%	15	11	73%
21:00	16	2	12%	32	3	9%	40	5	12%	35	11	32%	43	0	0%	15	12	80%
21:30	16	2	12%	32	3	9%	40	5	12%	35	12	34%	43	0	0%	15	12	80%
22:00	16	2	12%	32	3	9%	40	5	12%	35	12	34%	43	0	0%	15	11	73%
22:30	16	2	12%	32	3	9%	40	5	12%	35	11	32%	43	0	0%	15	11	73%

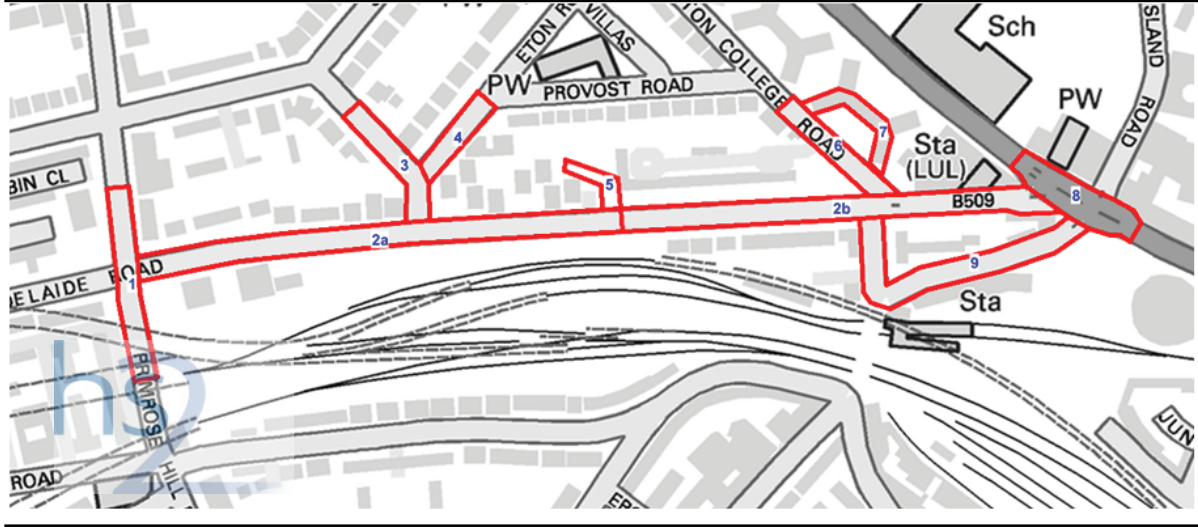
Street	Baynes Street			Randolph Street			Rousden Street			St Pancras Way			Royal College Street			Camden Road		
Time	Section 44 Capacity	Section 44 Occupancy	Section 44 % Occupancy	Section 45 Capacity	Section 45 Occupancy	Section 45 % Occupancy	Section 46 Capacity	Section 46 Occupancy	Section 46 % Occupancy	Section 47 Capacity	Section 47 Occupancy	Section 47 % Occupancy	Section 48 Capacity	Section 48 Occupancy	Section 48 % Occupancy	Section 49 Capacity	Section 49 Occupancy	Section 49 % Occupancy
05:00	46	5	11%	37	18	49%	36	28	78%	0	0	0%	20	3	15%	14	0	0%
05:30	46	5	11%	37	18	49%	36	27	75%	0	0	0%	20	3	15%	14	0	0%
06:00	46	5	11%	37	18	49%	36	16	44%	0	0	0%	20	2	10%	14	0	0%
06:30	46	7	15%	37	18	49%	36	16	44%	0	0	0%	20	2	10%	14	0	0%
07:00	46	7	15%	37	18	51%	36	17	47%	0	0	0%	16	1	6%	1	0	0%
07:30	46	9	20%	37	19	51%	36	16	44%	0	0	0%	16	3	18%	1	0	0%
08:00	46	9	20%	37	18	49%	36	15	42%	0	0	0%	16	4	24%	1	0	0%
08:30	15	8	52%	27	20	73%	15	17	113%	0	0	0%	5	6	120%	1	0	0%
09:00	15	8	52%	27	20	73%	15	17	113%	0	0	0%	5	7	140%	1	1	83%
09:30	15	7	46%	27	20	73%	15	17	112%	0	0	0%	5	8	160%	1	2	133%
10:00	15	7	46%	27	21	77%	15	18	120%	0	0	0%	5	8	160%	1	2	133%
10:30	15	8	52%	27	22	81%	15	18	118%	0	1	100%	5	7	140%	1	2	133%
11:00	15	8	52%	27	23	84%	15	18	118%	0	1	100%	5	6	120%	1	2	133%
11:30	15	7	46%	27	25	92%	15	17	113%	0	0	0%	5	5	92%	1	2	133%
12:00	15	7	46%	27	25	92%	15	16	106%	0	1	100%	5	4	79%	1	2	133%
12:30	15	7	46%	27	26	95%	15	15	98%	0	1	100%	5	3	55%	1	2	133%
13:00	15	8	52%	27	22	81%	15	8	20%	0	0	0%	5	3	55%	1	2	133%
13:30	15	7	46%	27	23	84%	15	7	46%	0	0	0%	5	4	72%	1	2	133%
14:00	15	6	39%	27	16	59%	15	0	0%	0	2	100%	5	0	0%	1	2	133%
14:30	15	6	39%	27	16	59%	15	5	33%	0	2	100%	5	0	0%	1	2	133%
15:00	15	4	26%	27	16	59%	15	13	85%	0	2	100%	5	2	37%	1	0	0%
15:30	15	4	26%	27	16	59%	15	13	85%	0	1	100%	5	2	37%	1	0	0%
16:00	15	5	33%	27	16	59%	15	13	85%	0	1	100%	5	3	55%	1	0	0%
16:30	15	5	33%	27	20	73%	15	12	79%	0	3	100%	5	7	140%	1	0	0%
17:00	15	3	20%	27	20	73%	15	11	72%	0	2	100%	5	10	200%	1	0	0%
17:30	15	8	52%	27	20	73%	15	10	65%	0	2	100%	5	10	200%	1	0	0%
18:00	15	8	52%	27	20	73%	15	10	65%	0	8	100%	5	10	200%	1	0	0%
18:30	46	10	22%	37	20	54%	36	11	31%	0	3	100%	16	13	79%	1	0	0%
19:00	46	10	22%	37	20	54%	36	12	33%	0	2	100%	20	15	66%	14	0	0%
19:30	46	10	22%	37	21	57%	36	14	39%	0	2	100%	20	13	66%	14	0	0%
20:00	46	10	22%	37	21	57%	36	15	42%	0	1	100%	20	14	71%	14	0	0%
20:30	46	9	20%	37	21	57%	36	14	39%	0	1	100%	20	7	36%	14	0	0%
21:00	46	8	17%	37	20	54%	36	14	39%	0	1	100%	20	4	20%	14	1	7%
21:30	46	5	11%	37	21	57%	36	14	39%	0	1	100%	20	4	20%	14	2	14%
22:00	46	4	9%	37	21	57%	36	13	36%	0	0	0%	20	4	20%	14	2	14%
22:30	46	4	9%	37	21	57%	36	14	39%	0	1	100%	20	4	20%	14	1	7%

Appendix G.2 – Parking Summary Sheet 4

Parking Survey Plan

Sheet 04

Site Location



Street	Primrose Hill Road			Adelaide Road			Adelaide Road			Fellows Road			Eton Road		
	Section 1	Section 1	Section 1	Section 2a	Section 2a	Section 2a	Section 2b	Section 2b	Section 2b	Section 3	Section 3	Section 3	Section 4	Section 4	Section 4
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	27	0	0%	57	7	12%	50	16	32%	33	27	83%	31	10	33%
05:30	27	0	0%	57	7	12%	50	16	32%	33	27	83%	31	10	33%
06:00	27	0	0%	57	7	12%	50	17	34%	33	27	83%	31	11	36%
06:30	27	0	0%	57	9	16%	50	18	36%	33	27	83%	31	12	39%
07:00	27	0	0%	57	7	12%	50	20	40%	33	26	79%	31	13	43%
07:30	27	0	0%	57	7	12%	50	21	42%	33	25	76%	31	13	43%
08:00	27	0	0%	57	6	11%	50	20	40%	33	24	73%	31	13	43%
08:30	27	0	0%	57	7	12%	50	16	32%	33	23	70%	31	11	36%
09:00	19	0	0%	8	7	92%	28	16	56%	28	24	85%	28	10	35%
09:30	19	0	0%	8	6	79%	28	22	78%	28	22	78%	28	10	35%
10:00	19	0	0%	8	5	65%	28	21	74%	28	23	81%	28	9	32%
10:30	19	0	0%	8	7	92%	28	23	81%	28	21	74%	28	12	42%
11:00	19	0	0%	8	5	65%	28	22	78%	28	21	74%	28	10	35%
11:30	19	0	0%	8	5	65%	28	20	71%	28	21	74%	28	9	32%
12:00	19	0	0%	8	6	79%	28	22	78%	28	22	78%	28	10	35%
12:30	19	0	0%	8	7	92%	28	23	81%	28	19	67%	28	8	28%
13:00	19	0	0%	8	5	65%	28	21	74%	28	19	67%	28	10	35%
13:30	19	0	0%	8	3	39%	28	24	85%	28	19	67%	28	12	42%
14:00	19	0	0%	8	4	52%	28	27	95%	28	18	63%	28	14	49%
14:30	19	0	0%	8	5	65%	28	22	78%	28	16	56%	28	11	39%
15:00	19	0	0%	8	5	65%	28	20	71%	28	15	53%	28	9	32%
15:30	19	0	0%	8	5	65%	28	22	78%	28	14	49%	28	7	25%
16:00	19	0	0%	8	6	79%	28	24	85%	28	13	46%	28	7	25%
16:30	19	0	0%	8	5	65%	28	24	85%	28	17	60%	28	7	25%
17:00	19	0	0%	8	5	65%	28	20	71%	28	17	60%	28	7	25%
17:30	19	1	5%	8	4	52%	28	23	81%	28	18	63%	28	9	32%
18:00	19	0	0%	8	4	52%	28	22	78%	28	18	63%	28	9	32%
18:30	27	0	0%	57	3	5%	50	25	50%	33	17	52%	31	12	39%
19:00	27	0	0%	57	3	5%	50	38	76%	33	18	55%	31	13	43%
19:30	27	0	0%	57	4	7%	50	42	84%	33	17	52%	31	11	36%
20:00	27	0	0%	57	4	7%	50	35	70%	33	16	49%	31	11	36%
20:30	27	0	0%	57	5	9%	50	26	52%	33	18	55%	31	11	36%
21:00	27	0	0%	57	4	7%	50	19	38%	33	17	52%	31	10	33%
21:30	27	0	0%	57	3	5%	50	18	36%	33	17	52%	31	9	29%
22:00	27	0	0%	57	8	14%	50	40	80%	33	25	76%	31	13	43%
22:30	27	0	0%	57	8	14%	50	35	70%	33	20	61%	31	13	43%

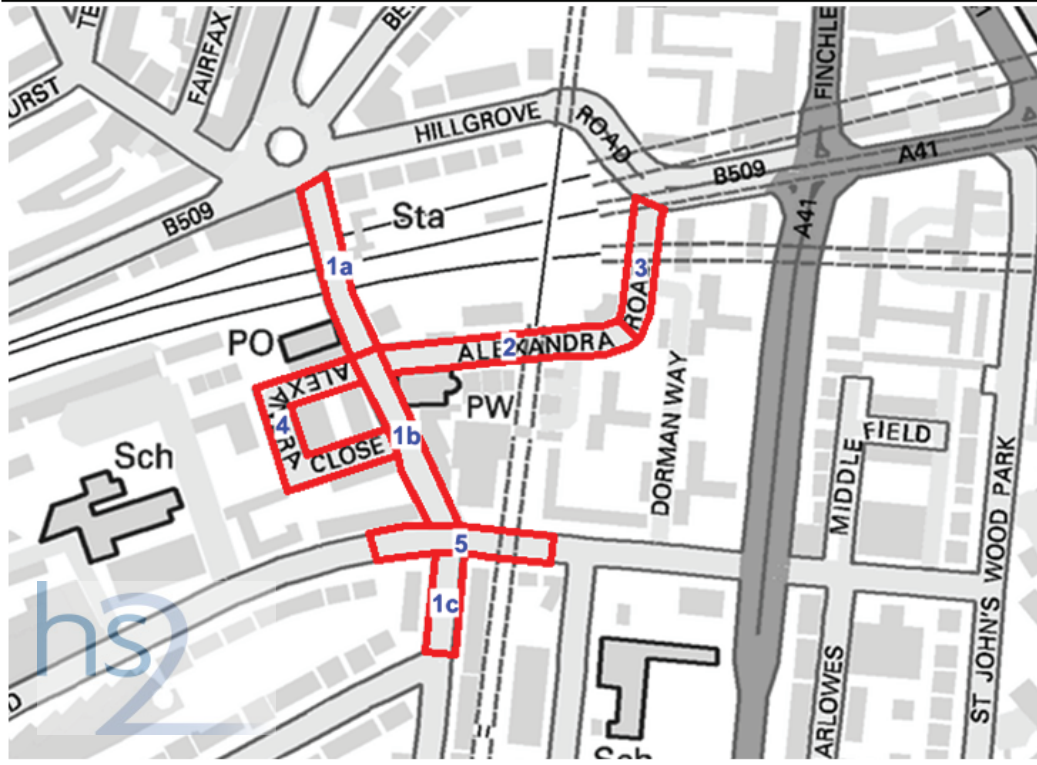
Street	Beaumont Walk			Eton College Road			Eton Place			Haverstock Hill			Bridge Approach		
	Section 5	Section 5	Section 5	Section 6	Section 6	Section 6	Section 7	Section 7	Section 7	Section 8	Section 8	Section 8	Section 9	Section 9	Section 9
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	40	9	22%	31	16	52%	14	15	106%	0	0	0%	20	15	76%
05:30	40	8	20%	31	16	52%	14	15	106%	0	0	0%	20	15	76%
06:00	40	8	20%	31	16	52%	14	14	99%	0	0	0%	20	15	76%
06:30	40	8	20%	31	16	52%	14	13	92%	0	0	0%	20	15	76%
07:00	40	8	20%	31	16	52%	14	13	92%	0	0	0%	20	15	76%
07:30	40	9	22%	31	17	56%	14	13	92%	0	0	0%	20	16	81%
08:00	40	9	22%	31	19	62%	14	13	92%	0	0	0%	20	16	81%
08:30	40	7	17%	31	23	75%	14	14	99%	0	0	0%	20	16	81%
09:00	40	7	17%	29	22	75%	14	14	99%	0	0	0%	20	15	76%
09:30	40	7	17%	29	24	81%	14	15	106%	0	0	0%	20	16	81%
10:00	40	6	15%	29	23	78%	14	15	106%	0	0	0%	20	16	81%
10:30	40	5	12%	29	25	85%	14	13	92%	0	0	0%	20	16	81%
11:00	40	6	15%	29	26	88%	14	14	99%	0	0	0%	20	16	81%
11:30	40	5	12%	29	22	75%	14	15	106%	0	0	0%	20	14	71%
12:00	40	5	12%	29	21	71%	14	13	92%	0	0	0%	20	14	71%
12:30	40	5	12%	29	24	81%	14	15	106%	0	0	0%	20	13	66%
13:00	40	5	12%	29	24	81%	14	14	99%	0	1	100%	20	16	81%
13:30	40	5	12%	29	22	75%	14	14	99%	0	1	100%	20	16	81%
14:00	40	7	17%	29	21	71%	14	13	92%	0	1	100%	20	18	92%
14:30	40	7	17%	29	23	78%	14	13	92%	0	1	100%	20	15	76%
15:00	40	7	17%	29	23	78%	14	12	85%	0	1	100%	20	11	56%
15:30	40	7	17%	29	27	92%	14	13	92%	0	0	0%	20	16	81%
16:00	40	7	17%	29	26	88%	14	15	106%	0	0	0%	20	17	87%
16:30	40	5	12%	29	25	85%	14	12	85%	0	0	0%	20	17	87%
17:00	40	5	12%	29	28	95%	14	14	99%	0	0	0%	20	19	97%
17:30	40	6	15%	29	29	98%	14	14	99%	0	0	0%	20	19	97%
18:00	40	5	12%	29	27	92%	14	14	99%	0	0	0%	20	17	87%
18:30	40	4	10%	31	29	95%	14	15	106%	0	0	0%	20	17	87%
19:00	40	6	15%	31	27	88%	14	13	92%	0	0	0%	20	19	97%
19:30	40	6	15%	31	26	85%	14	14	99%	0	0	0%	20	21	107%
20:00	40	7	17%	31	28	92%	14	15	106%	0	0	0%	20	17	87%
20:30	40	7	17%	31	29	95%	14	15	106%	0	0	0%	20	17	87%
21:00	40	7	17%	31	28	92%	14	14	99%	0	0	0%	20	17	87%
21:30	40	8	20%	31	24	79%	14	14	99%	0	0	0%	20	15	76%
22:00	40	9	22%	31	29	95%	14	12	85%	0	0	0%	20	22	112%
22:30	40	10	25%	31	27	88%	14	13	92%	0	0	0%	20	15	76%

Appendix G.3 – Parking Summary Sheet 5

Parking Survey Plan

Sheet 05

Site Location



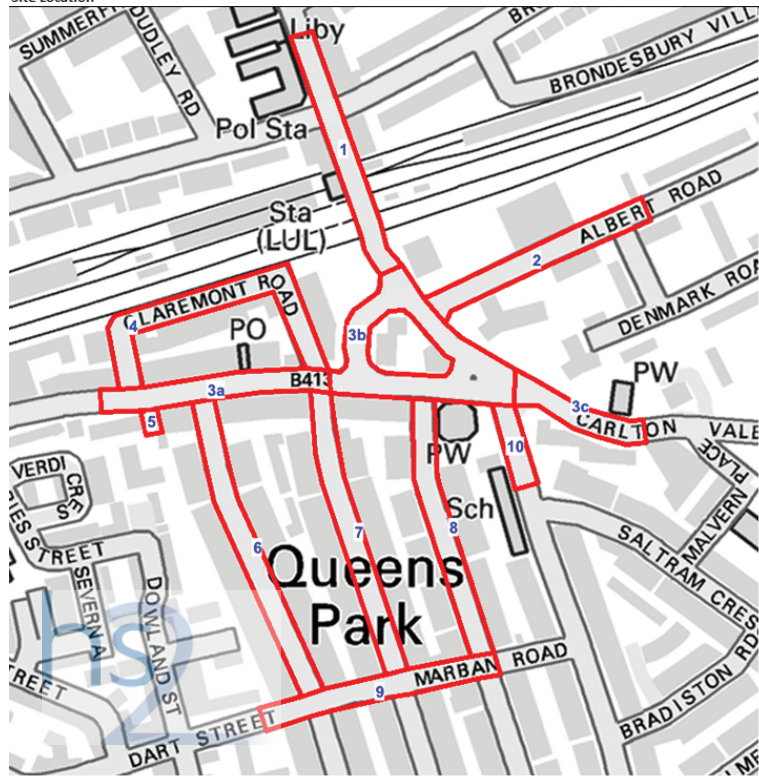
Street	Loundon Road			Loundon Road			Loundon Road			Alexandra Road			Alexandra Road			Alexandra Road			Boundary Road		
Time	Section 1a Capacity	Section 1a Occupancy	Section 1a % Occupancy	Section 1b Capacity	Section 1b Occupancy	Section 1b % Occupancy	Section 1c Capacity	Section 1c Occupancy	Section 1c % Occupancy	Section 2 Capacity	Section 2 Occupancy	Section 2 % Occupancy	Section 3 Capacity	Section 3 Occupancy	Section 3 % Occupancy	Section 4 Capacity	Section 4 Occupancy	Section 4 % Occupancy	Section 5 Capacity	Section 5 Occupancy	Section 5 % Occupancy
05:00	11	5	45%	19	12	63%	16	10	63%	37	24	65%	16	17	106%	41	13	32%	25	25	100%
05:30	11	4	37%	19	12	63%	16	9	56%	37	24	65%	16	17	106%	41	12	29%	25	25	100%
06:00	11	4	37%	19	11	58%	16	8	50%	37	24	65%	16	17	106%	41	12	29%	25	25	100%
06:30	11	5	46%	19	11	58%	16	8	50%	37	24	65%	16	17	106%	41	12	29%	25	25	100%
07:00	11	6	55%	19	11	58%	16	8	50%	37	24	65%	16	17	106%	41	12	29%	25	25	100%
07:30	11	9	82%	19	11	58%	16	8	50%	37	24	65%	16	17	106%	41	14	34%	25	25	100%
08:00	11	10	91%	19	11	58%	16	8	50%	37	24	65%	16	18	113%	41	14	34%	25	24	96%
08:30	11	11	100%	17	11	65%	8	8	100%	37	25	67%	12	17	142%	14	13	93%	17	24	141%
09:00	11	8	73%	17	10	59%	8	8	100%	37	25	67%	12	16	133%	14	13	93%	17	24	141%
09:30	11	8	73%	17	10	59%	8	7	88%	37	25	67%	12	16	133%	14	12	86%	17	23	135%
10:00	11	7	64%	17	10	59%	8	7	88%	37	23	62%	12	14	117%	14	9	64%	17	23	135%
10:30	11	7	64%	17	8	52%	8	7	88%	37	22	59%	12	14	117%	14	9	64%	17	23	135%
11:00	11	6	55%	17	12	69%	8	5	63%	37	19	51%	12	14	117%	14	10	71%	17	30	176%
11:30	11	6	55%	17	12	69%	8	5	63%	37	20	54%	12	14	117%	14	10	71%	17	30	176%
12:00	11	6	55%	17	11	65%	8	5	63%	37	19	51%	12	14	117%	14	9	64%	17	30	176%
12:30	11	9	82%	17	10	59%	8	5	63%	37	18	49%	12	14	117%	14	10	71%	17	29	169%
13:00	11	8	73%	17	9	52%	8	5	63%	37	17	46%	12	14	117%	14	10	71%	17	28	165%
13:30	11	9	82%	17	8	48%	8	5	63%	37	15	41%	12	11	92%	14	9	64%	17	27	159%
14:00	11	10	91%	17	7	41%	8	5	63%	37	15	41%	12	9	75%	14	9	64%	17	27	159%
14:30	11	12	109%	17	6	34%	8	4	50%	37	16	43%	12	8	67%	14	9	64%	17	27	159%
15:00	11	10	91%	17	7	41%	8	4	50%	37	15	40%	12	8	67%	14	9	64%	17	27	159%
15:30	11	10	91%	17	7	41%	8	4	50%	37	14	38%	12	8	67%	14	10	71%	17	28	165%
16:00	11	10	91%	17	7	41%	8	4	50%	37	11	30%	12	8	67%	14	9	64%	17	25	147%
16:30	11	9	82%	17	6	34%	8	4	50%	37	15	40%	12	10	83%	14	11	79%	17	11	65%
17:00	11	9	82%	17	8	48%	8	4	50%	37	17	46%	12	11	92%	14	12	86%	17	19	112%
17:30	11	10	91%	17	8	48%	8	6	75%	37	11	30%	12	9	75%	14	10	71%	17	18	106%
18:00	11	9	82%	17	9	52%	8	6	75%	37	14	38%	12	9	75%	14	10	71%	17	18	106%
18:30	11	8	73%	19	11	58%	16	5	31%	37	14	38%	16	10	63%	41	11	27%	25	20	80%
19:00	11	8	73%	19	11	58%	16	4	24%	37	14	38%	16	13	79%	41	10	24%	25	19	76%
19:30	11	7	64%	19	10	54%	16	4	24%	37	15	40%	16	14	86%	41	10	24%	25	20	80%
20:00	11	7	64%	19	9	49%	16	4	24%	37	14	38%	16	14	86%	41	10	24%	25	18	72%
20:30	11	8	73%	19	9	49%	16	3	18%	37	12	32%	16	15	79%	41	10	24%	25	17	68%
21:00	11	8	73%	19	10	54%	16	4	24%	37	12	32%	16	15	92%	41	10	24%	25	17	68%
21:30	11	7	64%	19	9	49%	16	3	18%	37	20	54%	16	23	143%	41	10	24%	25	16	64%
22:00	11	7	64%	19	7	38%	16	4	24%	37	20	54%	16	23	143%	41	14	34%	25	19	76%
22:30	11	7	64%	19	5	27%	16	4	24%	37	20	54%	16	23	143%	41	13	31%	25	20	80%

Appendix G.4 – Parking Summary Sheet 6

Parking Survey Plan

Sheet 06

Site Location



Sheet 06 - Weekday Parking Summary Survey Date: 05/07/2012

Street	Salisbury Road			Albert Road			Kilburn Lane			Kilburn Lane/Premier Corner/Salisbury Road			Carlton Vale			Claremont Road		
Time	Section 1 Capacity	Section 1 Occupancy	Section 1 % Occupancy	Section 2 Capacity	Section 2 Occupancy	Section 2 % Occupancy	Section 3a Capacity	Section 3a Occupancy	Section 3a % Occupancy	Section 3b Capacity	Section 3b Occupancy	Section 3b % Occupancy	Section 3c Capacity	Section 3c Occupancy	Section 3c % Occupancy	Section 4 Capacity	Section 4 Occupancy	Section 4 % Occupancy
05:00	9	0	0%	79	27	34%	21	1	5%	34	0	0%	21	0	0%	37	33	89%
05:30	9	0	0%	79	27	34%	21	1	5%	34	0	0%	21	0	0%	37	32	86%
06:00	9	0	0%	79	26	33%	21	1	5%	34	0	0%	21	0	0%	37	31	84%
06:30	9	0	0%	79	25	32%	21	1	5%	34	0	0%	21	0	0%	37	31	84%
07:00	9	0	0%	79	25	32%	21	1	5%	34	0	0%	21	0	0%	37	31	84%
07:30	9	0	0%	79	25	32%	21	1	5%	34	0	0%	21	0	0%	37	31	84%
08:00	9	0	0%	76	25	33%	21	1	5%	34	0	0%	21	0	0%	37	30	81%
08:30	9	0	0%	76	25	33%	14	1	7%	0	0	0%	8	0	0%	34	29	86%
09:00	9	0	0%	76	24	31%	14	1	7%	0	0	0%	8	0	0%	34	28	83%
09:30	9	0	0%	76	24	31%	14	1	7%	0	0	0%	8	0	0%	34	30	89%
10:00	9	0	0%	76	26	34%	14	2	14%	0	0	0%	8	0	0%	34	30	89%
10:30	9	0	0%	76	26	34%	14	3	21%	0	0	0%	8	0	0%	34	30	89%
11:00	9	0	0%	76	23	30%	14	2	14%	0	0	0%	8	0	0%	34	29	86%
11:30	9	0	0%	76	24	31%	14	1	7%	0	0	0%	8	0	0%	34	29	86%
12:00	9	0	0%	76	23	30%	14	1	7%	0	0	0%	8	0	0%	34	31	92%
12:30	9	0	0%	76	24	31%	14	1	7%	0	0	0%	8	0	0%	34	30	89%
13:00	9	0	0%	76	25	33%	14	1	7%	0	0	0%	8	0	0%	34	30	89%
13:30	9	0	0%	76	27	35%	14	1	7%	0	0	0%	8	0	0%	34	23	68%
14:00	9	1	11%	76	27	35%	14	1	7%	0	0	0%	8	0	0%	34	21	62%
14:30	9	1	11%	76	27	35%	14	2	14%	0	0	0%	8	0	0%	34	19	56%
15:00	9	0	0%	76	27	35%	14	3	21%	0	0	0%	8	0	0%	34	22	65%
15:30	9	0	0%	76	29	38%	14	3	21%	0	0	0%	8	0	0%	34	23	68%
16:00	9	0	0%	76	26	34%	14	3	21%	0	0	0%	8	0	0%	34	22	65%
16:30	9	0	0%	76	28	37%	14	3	21%	0	0	0%	8	0	0%	34	21	62%
17:00	9	0	0%	76	28	37%	14	3	21%	0	0	0%	8	0	0%	34	22	65%
17:30	9	0	0%	76	28	37%	14	3	21%	0	0	0%	8	0	0%	34	24	71%
18:00	9	0	0%	76	29	38%	14	0	0%	0	0	0%	8	0	0%	34	25	74%
18:30	9	0	0%	76	27	35%	14	0	0%	0	0	0%	8	0	0%	34	26	77%
19:00	9	0	0%	79	29	37%	21	1	5%	34	0	0%	21	0	0%	37	28	76%
19:30	9	0	0%	79	28	36%	21	1	5%	34	0	0%	21	0	0%	37	26	70%
20:00	9	0	0%	79	28	36%	21	2	10%	34	0	0%	21	0	0%	37	24	65%
20:30	9	0	0%	79	28	36%	21	3	14%	34	0	0%	21	0	0%	37	22	59%
21:00	9	0	0%	79	31	39%	21	1	5%	34	0	0%	21	0	0%	37	22	59%
21:30	9	0	0%	79	31	39%	21	1	5%	34	0	0%	21	0	0%	37	24	65%
22:00	9	0	0%	79	31	39%	21	1	5%	34	0	0%	21	0	0%	37	24	65%
22:30	9	0	0%	79	31	39%	21	1	5%	34	0	0%	21	0	0%	37	24	65%

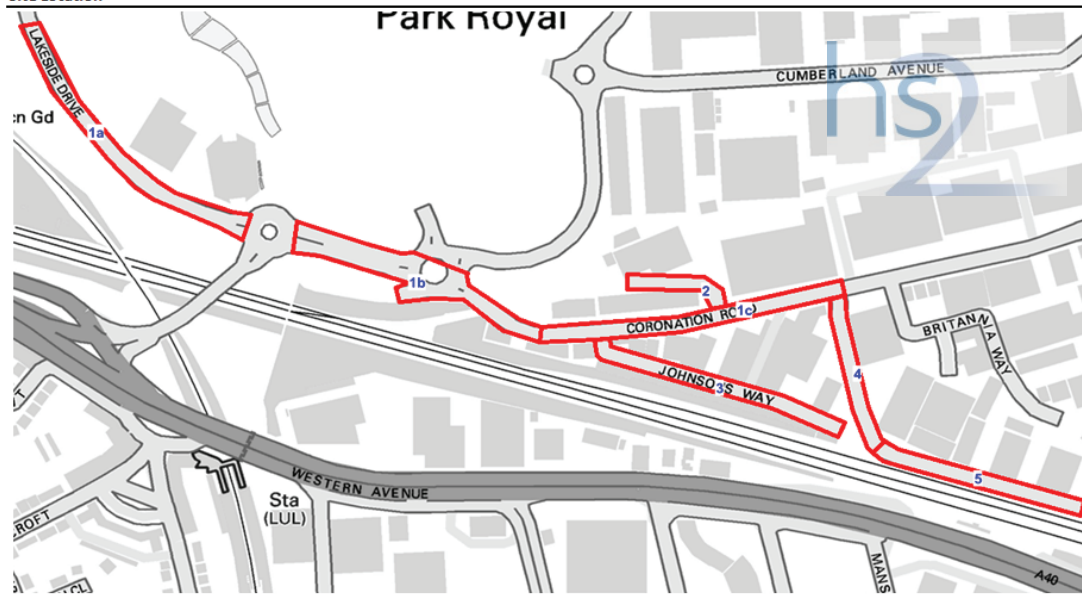
Street	Brooke Court			Braxington Road			Portnall Road			Ashmore Road			Marban Road			Fernhead Road		
Time	Section 5 Capacity	Section 5 Occupancy	Section 5 % Occupancy	Section 6 Capacity	Section 6 Occupancy	Section 6 % Occupancy	Section 7 Capacity	Section 7 Occupancy	Section 7 % Occupancy	Section 8 Capacity	Section 8 Occupancy	Section 8 % Occupancy	Section 9 Capacity	Section 9 Occupancy	Section 9 % Occupancy	Section 10 Capacity	Section 10 Occupancy	Section 10 % Occupancy
05:00	4	3	69%	64	48	75%	71	51	72%	56	12	22%	28	25	88%	20	19	95%
05:30	4	3	69%	64	46	71%	71	51	72%	56	12	22%	28	25	88%	20	18	90%
06:00	4	3	69%	64	46	71%	71	51	72%	56	12	22%	28	25	88%	20	18	90%
06:30	4	3	69%	64	46	71%	71	51	72%	56	12	22%	28	25	88%	20	17	85%
07:00	4	2	46%	64	46	71%	71	51	72%	56	12	22%	28	25	88%	20	17	85%
07:30	4	2	46%	64	45	70%	71	51	72%	56	12	22%	28	24	85%	20	17	85%
08:00	4	2	46%	64	48	71%	71	51	72%	56	10	18%	28	25	88%	20	15	75%
08:30	4	2	46%	51	47	92%	62	52	84%	53	10	19%	28	26	92%	20	12	60%
09:00	4	2	46%	51	44	86%	62	55	88%	53	9	17%	28	26	92%	20	11	55%
09:30	4	1	23%	51	40	78%	62	59	95%	53	9	17%	28	27	95%	20	10	50%
10:00	4	1	23%	51	42	82%	62	56	90%	53	8	15%	28	27	85%	20	10	50%
10:30	4	1	23%	51	42	82%	62	54	87%	53	8	15%	28	28	99%	20	9	45%
11:00	4	1	23%	51	44	86%	62	53	85%	53	9	17%	28	26	92%	20	11	55%
11:30	4	2	46%	51	44	86%	62	54	87%	53	8	15%	28	26	92%	20	9	45%
12:00	4	2	46%	51	44	86%	62	56	90%	53	7	13%	28	26	92%	20	9	45%
12:30	4	2	46%	51	43	84%	62	55	88%	53	6	11%	28	26	92%	20	9	45%
13:00	4	2	46%	51	40	78%	62	56	90%	53	5	9%	28	27	95%	20	9	45%
13:30	4	2	46%	51	42	82%	62	58	90%	53	10	19%	28	28	81%	20	11	55%
14:00	4	2	46%	51	43	84%	62	59	95%	53	11	21%	28	21	74%	20	10	50%
14:30	4	2	46%	51	45	88%	62	59	95%	53	11	21%	28	21	74%	20	13	65%
15:00	4	2	46%	51	47	92%	62	59	95%	53	9	17%	28	24	85%	20	13	65%
15:30	4	4	92%	51	47	92%	62	58	92%	53	16	30%	28	24	49%	20	13	65%
16:00	4	4	92%	51	45	88%	62	57	92%	53	12	22%	28	24	49%	20	13	65%
16:30	4	4	92%	51	44	86%	62	57	92%	53	11	21%	28	24	49%	20	13	65%
17:00	4	4	92%	51	44	86%	62	56	90%	53	9	17%	28	25	53%	20	12	60%
17:30	4	2	46%	51	44	86%	62	55	88%	53	8	15%	28	25	53%	20	13	65%
18:00	4	2	46%	51	46	90%	62	57	92%	53	7	13%	28	26	56%	20	11	55%
18:30	4	2	46%	51	50	98%	62	54	87%	53	9	17%	28	29	67%	20	12	60%
19:00	4	2	46%	64	47	73%	71	54	76%	56	10	18%	28	20	71%	20	12	60%
19:30	4	2	46%	64	45	70%	71	54	76%	56	12	22%	28	21	74%	20	12	60%
20:00	4	2	46%	64	45	70%	71	59	83%	56	13	23%	28	20	67%	20	15	75%
20:30	4	4	92%	64	45	70%	71	60	85%	56	23	41%	28	20	71%	20	18	90%
21:00	4	3	69%	64	52	81%	71	60	85%	56	13	23%	28	21	74%	20	17	85%
21:30	4	3	69%	64	58	90%	71	58	82%	56	15	27%	28	21	74%	20	17	85%
22:00	4	3	69%	64	56	87%	71	56	79%	56	13	23%	28	21	74%	20	15	75%
22:30	4	3	69%	64	55	85%	71	54	76%	56	12	22%	28	21	74%	20	15	75%

Appendix G.5 – Parking Summary Sheet 7

Parking Survey Plan 1

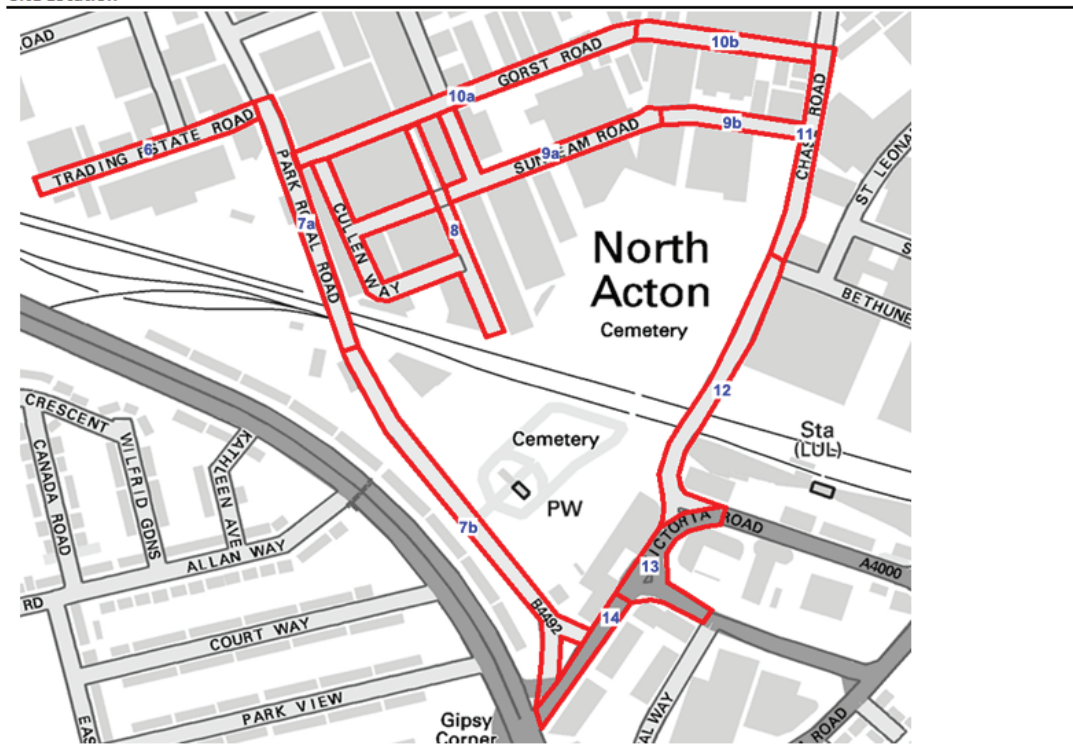
Sheet 07

Site Location



Sheet 07

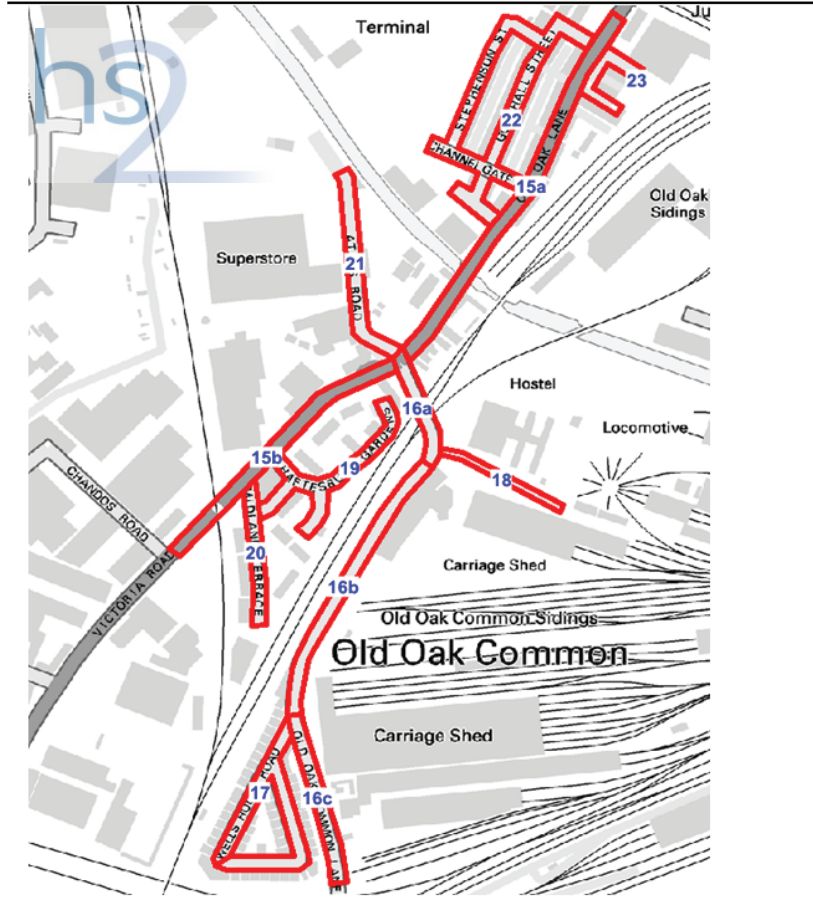
Site Location



Parking Survey Plan 3

Sheet 07

Site Location



Street	Lakeside Drive			Coronation Road			Coronation Road			Access Road			Johnson's Way		
	Section 1a	Section 1a	Section 1a	Section 1b	Section 1b	Section 1b	Section 1c	Section 1c	Section 1c	Section 2	Section 2	Section 2	Section 3	Section 3	Section 3
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	0	0	0%	8	2	25%	45	33	73%	0	0	0%	73	22	30%
05:30	0	0	0%	8	2	25%	45	34	75%	0	0	0%	73	23	32%
06:00	0	0	0%	8	2	25%	45	34	75%	0	0	0%	73	24	33%
06:30	0	0	0%	8	2	25%	45	35	77%	0	1	100%	73	26	36%
07:00	0	0	0%	8	2	25%	45	36	80%	0	1	100%	73	27	37%
07:30	0	0	0%	8	2	25%	45	33	73%	0	2	100%	73	29	40%
08:00	0	0	0%	8	1	13%	45	28	62%	0	2	100%	73	33	45%
08:30	0	0	0%	8	1	13%	45	29	64%	0	2	100%	73	33	45%
09:00	0	0	0%	8	1	13%	45	32	71%	0	1	100%	73	32	44%
09:30	0	0	0%	8	1	13%	45	34	75%	0	1	100%	73	30	41%
10:00	0	0	0%	8	2	25%	45	34	75%	0	0	0%	73	26	36%
10:30	0	0	0%	8	2	25%	45	36	80%	0	0	0%	73	34	47%
11:00	0	0	0%	8	2	25%	45	37	82%	0	0	0%	73	39	54%
11:30	0	0	0%	8	1	13%	45	35	77%	0	0	0%	73	38	52%
12:00	0	0	0%	8	1	13%	45	34	75%	0	0	0%	73	38	52%
12:30	0	0	0%	8	2	25%	45	34	75%	0	0	0%	73	36	50%
13:00	0	0	0%	8	2	25%	45	38	84%	0	0	0%	73	32	44%
13:30	0	0	0%	8	5	63%	45	35	77%	0	0	0%	73	27	37%
14:00	0	0	0%	8	7	88%	45	30	66%	0	0	0%	73	26	36%
14:30	0	0	0%	8	4	50%	45	32	71%	0	0	0%	73	28	39%
15:00	0	0	0%	8	6	75%	45	34	75%	0	0	0%	73	18	25%
15:30	0	0	0%	8	8	100%	45	35	77%	0	0	0%	73	14	19%
16:00	0	0	0%	8	8	100%	45	36	80%	0	0	0%	73	12	17%
16:30	0	0	0%	8	8	100%	45	35	77%	0	1	100%	73	10	14%
17:00	0	0	0%	8	1	13%	45	34	75%	0	1	100%	73	10	14%
17:30	0	0	0%	8	1	13%	45	30	66%	0	1	100%	73	8	11%
18:00	0	0	0%	8	1	13%	45	28	62%	0	1	100%	73	8	11%
18:30	0	0	0%	8	1	13%	45	27	60%	0	1	100%	73	8	11%
19:00	0	0	0%	8	1	13%	45	27	60%	0	0	0%	73	8	11%
19:30	0	0	0%	8	1	13%	45	25	55%	0	0	0%	73	7	10%
20:00	0	0	0%	8	1	13%	45	21	46%	0	0	0%	73	6	8%
20:30	0	0	0%	8	2	25%	45	19	42%	0	0	0%	73	5	7%
21:00	0	0	0%	8	2	25%	45	18	40%	0	0	0%	73	4	6%
21:30	0	0	0%	8	2	25%	45	17	38%	0	0	0%	73	3	4%
22:00	0	0	0%	8	2	25%	45	15	33%	0	0	0%	73	3	4%
22:30	0	0	0%	8	2	25%	45	14	31%	0	0	0%	73	3	4%

Street	Sovereign Park			Sovereign Park			Trading Estate Road			Park Royal Road			Park Royal Road		
	Section 4 Capacity	Section 4 Occupancy	Section 4 % Occupancy	Section 5 Capacity	Section 5 Occupancy	Section 5 % Occupancy	Section 6 Capacity	Section 6 Occupancy	Section 6 % Occupancy	Section 7a Capacity	Section 7a Occupancy	Section 7a % Occupancy	Section 7b Capacity	Section 7b Occupancy	Section 7b % Occupancy
Time															
05:00	11	2	19%	23	9	40%	58	8	14%	60	10	17%	60	31	52%
05:30	11	2	19%	23	9	40%	58	8	14%	60	10	17%	60	32	54%
06:00	11	2	19%	23	9	40%	58	8	14%	60	10	17%	60	34	57%
06:30	11	2	19%	23	9	40%	58	8	14%	60	10	17%	60	32	54%
07:00	11	2	19%	23	9	40%	58	9	15%	60	10	17%	60	38	64%
07:30	11	2	19%	23	10	44%	58	9	15%	60	20	34%	60	22	37%
08:00	11	2	19%	23	10	44%	58	9	15%	60	29	49%	60	22	37%
08:30	11	2	19%	23	9	40%	58	10	17%	60	27	45%	60	26	44%
09:00	11	2	19%	23	6	27%	58	11	19%	60	25	42%	60	28	47%
09:30	11	2	19%	23	7	31%	58	9	15%	60	17	29%	60	35	59%
10:00	11	2	19%	23	7	31%	58	4	7%	60	12	20%	60	38	64%
10:30	11	3	28%	23	12	53%	58	15	26%	60	24	40%	60	34	57%
11:00	11	5	47%	23	17	75%	58	22	38%	60	30	50%	60	32	54%
11:30	11	4	37%	23	15	66%	58	23	39%	60	29	49%	60	36	61%
12:00	11	4	37%	23	14	62%	58	25	43%	60	26	44%	60	40	67%
12:30	11	4	37%	23	15	66%	58	27	46%	60	25	42%	60	36	61%
13:00	11	2	19%	23	16	71%	58	28	48%	60	25	42%	60	29	49%
13:30	11	4	37%	23	15	66%	58	27	46%	60	28	47%	60	24	40%
14:00	11	7	65%	23	8	35%	58	26	45%	60	33	55%	60	18	30%
14:30	11	5	47%	23	5	22%	58	26	45%	60	32	54%	60	19	32%
15:00	11	5	47%	23	4	18%	58	25	43%	60	28	47%	60	23	39%
15:30	11	4	37%	23	5	22%	58	19	33%	60	23	39%	60	23	39%
16:00	11	7	65%	23	5	22%	58	19	33%	60	20	34%	60	23	39%
16:30	11	6	56%	23	6	27%	58	17	29%	60	19	32%	60	25	42%
17:00	11	5	47%	23	6	27%	58	14	24%	60	19	32%	60	26	44%
17:30	11	3	28%	23	6	27%	58	11	19%	60	18	30%	60	28	47%
18:00	11	2	19%	23	7	31%	58	10	17%	60	16	27%	60	29	49%
18:30	11	2	19%	23	7	31%	58	9	15%	60	13	22%	60	27	45%
19:00	11	1	9%	23	5	22%	58	8	14%	60	10	17%	60	25	42%
19:30	11	0	0%	23	5	22%	58	8	14%	60	8	13%	60	24	40%
20:00	11	0	0%	23	5	22%	58	8	14%	60	7	12%	60	22	37%
20:30	11	0	0%	23	5	22%	58	8	14%	60	7	12%	60	20	34%
21:00	11	0	0%	23	6	27%	58	4	7%	60	8	13%	60	22	37%
21:30	11	0	0%	23	5	22%	58	4	7%	60	8	13%	60	19	32%
22:00	11	0	0%	23	5	22%	58	2	3%	60	9	15%	60	21	35%
22:30	11	0	0%	23	2	9%	58	1	2%	60	9	15%	60	20	34%

Street	Cullen Way			Dragor Road/Sunbeam Road			Sunbeam Road			Gorst Road			Gorst Road		
	Section 8 Capacity	Section 8 Occupancy	Section 8 % Occupancy	Section 9a Capacity	Section 9a Occupancy	Section 9a % Occupancy	Section 9b Capacity	Section 9b Occupancy	Section 9b % Occupancy	Section 10a Capacity	Section 10a Occupancy	Section 10a % Occupancy	Section 10b Capacity	Section 10b Occupancy	Section 10b % Occupancy
Time															
05:00	32	10	31%	76	14	18%	61	9	15%	74	33	45%	54	16	30%
05:30	32	10	31%	76	14	18%	61	9	15%	74	34	46%	54	16	30%
06:00	32	10	31%	76	14	18%	61	9	15%	74	37	50%	54	16	30%
06:30	32	10	31%	76	14	18%	61	9	15%	74	35	47%	54	16	30%
07:00	32	12	37%	76	14	18%	61	9	15%	74	32	43%	54	16	30%
07:30	32	14	44%	76	21	28%	61	19	31%	74	47	64%	54	32	60%
08:00	32	17	53%	76	25	33%	61	19	31%	74	66	89%	54	32	60%
08:30	32	14	44%	76	21	28%	61	19	31%	74	66	89%	54	29	54%
09:00	32	14	44%	76	17	22%	61	19	31%	74	65	88%	54	26	49%
09:30	32	13	40%	76	14	18%	61	12	20%	74	58	79%	54	26	49%
10:00	32	10	31%	76	11	14%	61	11	18%	74	52	70%	54	25	47%
10:30	32	16	50%	76	17	22%	61	14	23%	74	63	85%	54	37	69%
11:00	32	24	75%	76	38	50%	61	23	38%	74	73	99%	54	43	80%
11:30	32	20	62%	76	36	47%	61	21	35%	74	74	100%	54	44	82%
12:00	32	17	53%	76	35	46%	61	20	33%	74	71	96%	54	42	78%
12:30	32	18	56%	76	32	42%	61	20	33%	74	73	99%	54	41	77%
13:00	32	20	62%	76	30	39%	61	21	35%	74	79	107%	54	38	71%
13:30	32	15	47%	76	23	30%	61	16	26%	74	70	95%	54	34	63%
14:00	32	12	37%	76	21	28%	61	8	13%	74	63	85%	54	30	56%
14:30	32	9	28%	76	23	30%	61	6	10%	74	68	92%	54	29	54%
15:00	32	5	16%	76	19	25%	61	9	15%	74	63	85%	54	29	54%
15:30	32	6	19%	76	16	21%	61	11	18%	74	58	79%	54	27	50%
16:00	32	3	9%	76	14	18%	61	13	21%	74	45	61%	54	25	47%
16:30	32	3	9%	76	15	20%	61	9	15%	74	38	52%	54	18	34%
17:00	32	3	9%	76	15	20%	61	7	12%	74	31	42%	54	15	28%
17:30	32	3	9%	76	15	20%	61	7	12%	74	20	27%	54	6	11%
18:00	32	4	12%	76	11	14%	61	6	10%	74	22	30%	54	7	13%
18:30	32	5	16%	76	10	13%	61	3	5%	74	25	34%	54	7	13%
19:00	32	6	19%	76	7	9%	61	1	2%	74	26	35%	54	7	13%
19:30	32	6	19%	76	7	9%	61	1	2%	74	24	33%	54	7	13%
20:00	32	6	19%	76	7	9%	61	1	2%	74	21	28%	54	7	13%
20:30	32	6	19%	76	6	8%	61	1	2%	74	16	22%	54	7	13%
21:00	32	5	16%	76	5	7%	61	1	2%	74	16	22%	54	7	13%
21:30	32	2	6%	76	4	5%	61	1	2%	74	16	22%	54	7	13%
22:00	32	0	0%	76	4	5%	61	1	2%	74	16	22%	54	6	11%
22:30	32	0	0%	76	4	5%	61	0	0%	74	15	20%	54	6	11%

Street	Chase Road			Chase Road			Victoria Road			Victoria Road			Old Oak Lane		
	Section 11 Capacity	Section 11 Occupancy	Section 11 % Occupancy	Section 12 Capacity	Section 12 Occupancy	Section 12 % Occupancy	Section 13 Capacity	Section 13 Occupancy	Section 13 % Occupancy	Section 14 Capacity	Section 14 Occupancy	Section 14 % Occupancy	Section 15a Capacity	Section 15a Occupancy	Section 15a % Occupancy
Time															
05:00	10	10	100%	15	13	87%	0	0	0%	0	0	0%	30	32	107%
05:30	10	10	100%	15	13	87%	0	0	0%	0	0	0%	30	32	107%
06:00	10	10	100%	15	13	87%	0	0	0%	0	0	0%	30	32	107%
06:30	10	11	110%	15	12	80%	0	0	0%	0	0	0%	30	32	107%
07:00	10	8	80%	15	12	80%	0	0	0%	0	0	0%	30	32	107%
07:30	10	8	80%	15	12	80%	0	0	0%	0	0	0%	30	31	103%
08:00	10	10	100%	15	12	80%	0	0	0%	0	0	0%	30	28	93%
08:30	10	11	110%	15	12	80%	0	0	0%	0	0	0%	30	28	93%
09:00	10	8	80%	15	12	80%	0	0	0%	0	0	0%	30	28	93%
09:30	10	9	90%	15	12	80%	0	0	0%	0	0	0%	30	28	93%
10:00	10	11	110%	15	13	87%	0	0	0%	0	0	0%	30	28	93%
10:30	10	13	130%	15	13	87%	0	0	0%	0	0	0%	30	28	93%
11:00	10	13	130%	15	12	80%	0	0	0%	0	0	0%	30	28	93%
11:30	10	11	110%	15	13	87%	0	0	0%	0	0	0%	30	27	90%
12:00	10	9	90%	15	13	87%	0	0	0%	0	0	0%	30	30	100%
12:30	10	10	100%	15	12	80%	0	0	0%	0	0	0%	30	30	100%
13:00	10	10	100%	15	12	80%	0	0	0%	0	0	0%	30	29	97%
13:30	10	10	100%	15	12	80%	0	0	0%	0	0	0%	30	26	87%
14:00	10	11	110%	15	12	80%	0	0	0%	0	0	0%	30	25	83%
14:30	10	12	120%	15	12	80%	0	0	0%	0	0	0%	30	24	80%
15:00	10	10	100%	15	12	80%	0	0	0%	0	0	0%	30	27	90%
15:30	10	10	100%	15	12	80%	0	0	0%	0	0	0%	30	27	90%
16:00	10	8	80%	15	11	73%	0	0	0%	0	0	0%	30	27	90%
16:30	10	8	80%	15	10	67%	0	0	0%	0	0	0%	30	25	83%
17:00	10	9	90%	15	10	67%	0	0	0%	0	0	0%	30	24	80%
17:30	10	9	90%	15	10	67%	0	0	0%	0	0	0%	30	25	83%
18:00	10	10	100%	15	11	73%	0	0	0%	0	0	0%	30	27	90%
18:30	10	8	80%	15	11	73%	0	0	0%	0	0	0%	30	28	93%
19:00	10	8	80%	15	11	73%	0	0	0%	0	0	0%	30	29	97%
19:30	10	7	70%	15	11	73%	0	0	0%	0	0	0%	30	29	97%
20:00	10	6	60%	15	11	73%	0	0	0%	0	0	0%	30	29	97%
20:30	10	3	30%	15	12	80%	0	0	0%	0	0	0%	30	29	97%
21:00	10	4	40%	15	12	80%	0	0	0%	0	0	0%	30	29	97%
21:30	10	5	50%	15	12	80%	0	0	0%	0	0	0%	30	33	110%
22:00	10	5	50%	15	12	80%	0	0	0%	0	0	0%	30	35	117%
22:30	10	5	50%	15	12	80%	0	0	0%	0	0	0%	30	32	107%

Street	Victoria Road			Old Oak Common Lane			Old Oak Common Lane			Old Oak Common Lane			Wells House Road		
	Section 15b Capacity	Section 15b Occupancy	Section 15b % Occupancy	Section 16a Capacity	Section 16a Occupancy	Section 16a % Occupancy	Section 16b Capacity	Section 16b Occupancy	Section 16b % Occupancy	Section 16c Capacity	Section 16c Occupancy	Section 16c % Occupancy	Section 17 Capacity	Section 17 Occupancy	Section 17 % Occupancy
Time															
05:00	0	0	0%	6	2	33%	28	23	82%	5	2	40%	127	113	89%
05:30	0	0	0%	6	2	33%	28	23	82%	5	2	40%	127	113	89%
06:00	0	0	0%	6	2	33%	28	23	82%	5	2	40%	127	113	89%
06:30	0	0	0%	6	2	33%	28	22	79%	5	2	40%	127	113	89%
07:00	0	0	0%	6	2	33%	28	22	79%	5	2	40%	127	112	88%
07:30	0	0	0%	6	2	33%	28	22	79%	5	2	40%	127	110	86%
08:00	0	0	0%	6	1	17%	28	22	79%	5	2	40%	127	108	85%
08:30	0	0	0%	6	1	17%	28	22	79%	5	2	40%	127	108	85%
09:00	0	0	0%	6	1	17%	28	21	75%	5	2	40%	127	108	85%
09:30	0	0	0%	6	1	17%	28	23	82%	5	3	60%	127	105	82%
10:00	0	0	0%	6	1	17%	28	24	86%	5	5	100%	127	93	73%
10:30	0	0	0%	6	1	17%	28	24	86%	5	5	100%	127	91	71%
11:00	0	0	0%	6	1	17%	28	24	86%	5	5	100%	127	88	69%
11:30	0	0	0%	6	1	17%	28	24	86%	5	5	100%	127	87	68%
12:00	0	0	0%	6	1	17%	28	25	89%	5	5	100%	127	86	68%
12:30	0	0	0%	6	1	17%	28	24	86%	5	5	100%	127	101	79%
13:00	0	0	0%	6	0	0%	28	24	86%	5	5	100%	127	107	84%
13:30	0	0	0%	6	0	0%	28	25	89%	5	5	100%	127	99	78%
14:00	0	0	0%	6	0	0%	28	25	89%	5	5	100%	127	94	74%
14:30	0	0	0%	6	2	33%	28	27	96%	5	5	100%	127	93	73%
15:00	0	0	0%	6	3	50%	28	28	100%	5	5	100%	127	93	73%
15:30	0	0	0%	6	1	17%	28	27	96%	5	5	100%	127	91	71%
16:00	0	0	0%	6	0	0%	28	24	86%	5	5	100%	127	90	71%
16:30	0	0	0%	6	1	17%	28	21	75%	5	5	100%	127	95	75%
17:00	0	0	0%	6	1	17%	28	19	68%	5	4	80%	127	100	79%
17:30	0	0	0%	6	2	33%	28	18	64%	5	4	80%	127	101	79%
18:00	0	0	0%	6	3	50%	28	18	64%	5	4	80%	127	102	80%
18:30	0	0	0%	6	2	33%	28	20	71%	5	5	100%	127	103	81%
19:00	0	0	0%	6	2	33%	28	21	75%	5	5	100%	127	105	82%
19:30	0	0	0%	6	3	50%	28	22	79%	5	4	80%	127	107	84%
20:00	0	0	0%	6	3	50%	28	22	79%	5	3	60%	127	107	84%
20:30	0	0	0%	6	2	33%	28	22	79%	5	4	80%	127	109	86%
21:00	0	0	0%	6	1	17%	28	21	75%	5	5	100%	127	106	83%
21:30	0	0	0%	6	1	17%	28	21	75%	5	3	60%	127	109	86%
22:00	0	0	0%	6	0	0%	28	19	68%	5	3	60%	127	108	85%
22:30	0	0	0%	6	0	0%	28	19	68%	5	3	60%	127	107	84%

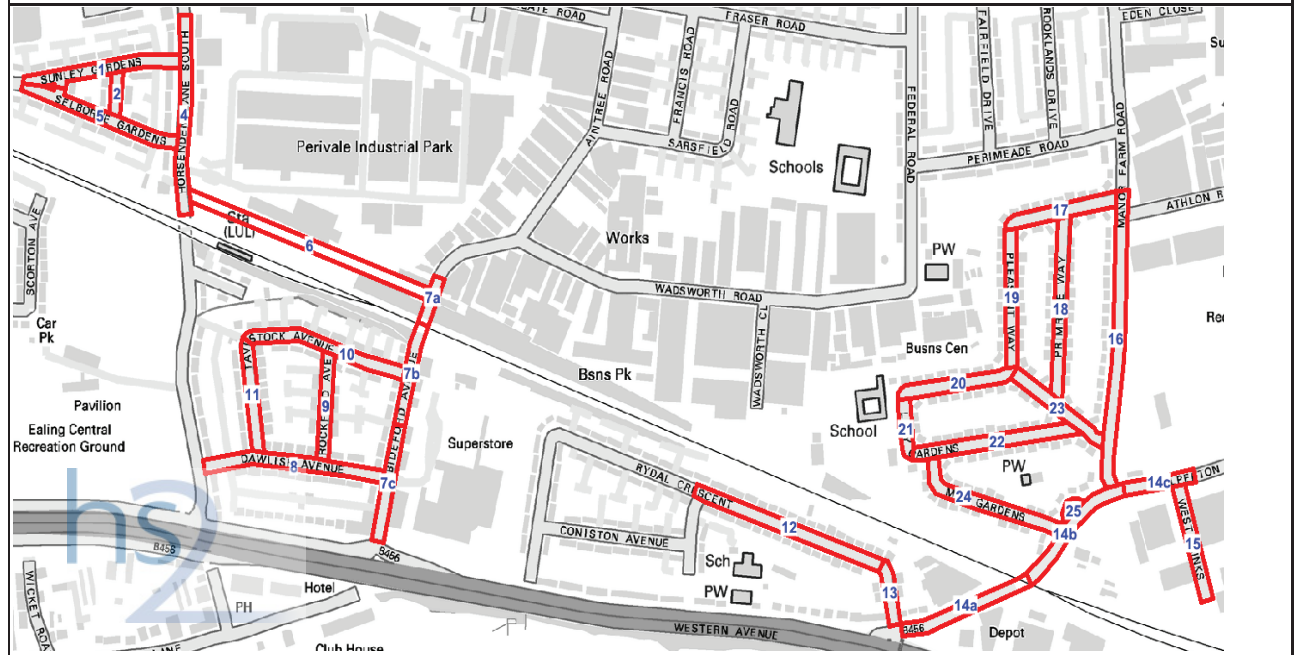
Street	Access Road			Midland Terrace/Shafesbury Gardens			Midland Terrace			Atlas Road			Goodhall Street/Channe/Gate			Stoke Place/Webb Place/Croze Place		
	Section 18 Capacity	Section 18 Occupancy	Section 18 % Occupancy	Section 19 Capacity	Section 19 Occupancy	Section 19 % Occupancy	Section 20 Capacity	Section 20 Occupancy	Section 20 % Occupancy	Section 21 Capacity	Section 21 Occupancy	Section 21 % Occupancy	Section 22 Capacity	Section 22 Occupancy	Section 22 % Occupancy	Section 23 Capacity	Section 23 Occupancy	Section 23 % Occupancy
Time																		
05:00	0	0	0%	68	16	24%	54	22	41%	92	4	4%	129	118	92%	68	20	29%
05:30	0	0	0%	68	16	24%	54	22	41%	92	4	4%	129	117	91%	68	20	29%
06:00	0	0	0%	68	16	24%	54	22	41%	92	4	4%	129	116	90%	68	20	29%
06:30	0	0	0%	68	16	24%	54	22	41%	92	5	5%	129	114	89%	68	18	27%
07:00	0	0	0%	68	19	22%	54	21	39%	92	6	7%	129	113	88%	68	17	25%
07:30	0	0	0%	68	21	31%	54	32	60%	92	5	5%	129	110	86%	68	15	22%
08:00	0	0	0%	68	27	40%	54	38	71%	15	4	26%	129	107	83%	68	15	22%
08:30	0	0	0%	68	25	37%	54	34	63%	15	3	19%	129	108	84%	68	16	24%
09:00	0	0	0%	68	29	43%	54	36	67%	15	5	32%	129	109	85%	68	16	24%
09:30	0	0	0%	68	31	46%	54	36	67%	15	4	26%	129	107	83%	68	16	24%
10:00	0	0	0%	68	31	46%	54	36	67%	15	9	58%	129	105	82%	68	16	24%
10:30	0	1	100%	68	34	50%	54	36	67%	15	8	52%	129	105	82%	68	16	24%
11:00	0	2	100%	68	37	55%	54	38	71%	15	10	65%	129	105	82%	68	16	24%
11:30	0	2	100%	68	36	53%	54	39	73%	15	10	65%	129	108	84%	68	18	27%
12:00	0	2	100%	68	35	52%	54	41	77%	15	10	65%	129	111	86%	68	18	27%
12:30	0	1	100%	68	35	52%	54	42	78%	15	12	78%	129	110	85%	68	17	25%
13:00	0	2	100%	68	36	53%	54	43	80%	15	12	78%	129	102	79%	68	17	25%
13:30	0	0	0%	68	27	40%	54	38	71%	15	9	58%	129	96	75%	68	19	28%
14:00	0	0	0%	68	18	27%	54	31	58%	15	13	84%	129	83	65%	68	17	25%
14:30	0	0	0%	68	17	25%	54	27	50%	15	11	71%	129	87	71%	68	18	27%
15:00	0	0	0%	68	18	27%	54	24	39%	15	9	58%	129	92	78%	68	20	29%
15:30	0	0	0%	68	19	28%	54	21	45%	15	10	65%	129	84	69%	68	21	31%
16:00	0	0	0%	68	22	32%	54	30	56%	15	10	65%	129	88	68%	68	22	32%
16:30	0	0	0%	68	22	32%	54	30	56%	15	8	58%	129	87	68%	68	19	28%
17:00	0	0	0%	68	24	35%	54	31	58%	15	8	52%	129	87	68%	68	18	27%
17:30	0	0	0%	68	21	31%	54	29	54%	15	7	45%	129	99	77%	68	18	27%
18:00	0	0	0%	68	17	25%	54	26	49%	15	6	39%	129	109	85%	68	17	25%
18:30	0	0	0%	68	14	21%	54	23	43%	15	7	45%	129	99	77%	68	20	29%
19:00	0	0	0%	68	10	15%	54	18	34%	92	10	11%	129	93	72%	68	24	35%
19:30	0	0	0%	68	10	15%	54	18	34%	92	10	11%	129	92	72%	68	26	38%
20:00	0	0	0%	68	12	18%	54	18	34%	92	10	11%	129	91	71%	68	25	37%
20:30	0	0	0%	68	12	18%	54	16	30%	92	9	10%	129	92	72%	68	24	35%
21:00	0	0	0%	68	11	16%	54	16	30%	92	9	10%	129	95	74%	68	23	34%
21:30	0	0	0%	68	14	21%	54	17	32%	92	7	8%	129	102	79%	68	23	34%
22:00	0	0	0%	68	16	24%	54	18	34%	92	6	7%	129	109	85%	68	22	33%
22:30	0	0	0%	68	16	24%	54	18	34%	92	6	7%	129	112	87%	68	26	38%

Appendix G.6 – Parking Summary Sheet 8

Parking Survey Plan

Sheet 08

Site Location



Sheet 08 - Weekday Parking Summary

Survey Date: 05/07/2012

Street	Sunley Gardens			Sunley gardens/Selbourne Gardens			Salvia Gardens			Harsenden Lane South			Selbourne Gardens			Station car park road		
Time	Section 1 Capacity	Section 1 Occupancy	Section 1 % Occupancy	Section 2 Capacity	Section 2 Occupancy	Section 2 % Occupancy	Section 3 Capacity	Section 3 Occupancy	Section 3 % Occupancy	Section 4 Capacity	Section 4 Occupancy	Section 4 % Occupancy	Section 5 Capacity	Section 5 Occupancy	Section 5 % Occupancy	Section 6 Capacity	Section 6 Occupancy	Section 6 % Occupancy
05:00	76	19	25%	11	4	37%	12	7	58%	31	11	36%	44	24	55%	115	17	15%
05:30	76	19	25%	11	4	37%	12	7	58%	31	11	36%	44	24	55%	115	16	14%
06:00	76	19	25%	11	4	37%	12	7	58%	31	11	36%	44	24	55%	115	17	15%
06:30	76	18	24%	11	4	37%	12	7	58%	31	11	36%	44	23	52%	115	17	15%
07:00	76	18	24%	11	4	37%	12	7	58%	31	11	36%	44	22	50%	115	17	15%
07:30	76	17	22%	11	4	37%	12	7	58%	31	10	33%	44	23	52%	115	21	18%
08:00	76	17	22%	11	3	28%	12	7	58%	31	9	29%	44	24	55%	115	24	21%
08:30	76	16	21%	11	2	18%	12	5	42%	31	9	29%	44	23	52%	115	37	32%
09:00	76	15	20%	11	2	18%	12	4	33%	31	9	29%	44	20	45%	115	48	42%
09:30	76	16	21%	11	2	18%	12	4	33%	31	8	26%	44	20	45%	115	50	44%
10:00	76	17	22%	11	2	18%	12	4	33%	31	7	23%	44	21	48%	115	53	46%
10:30	76	17	22%	11	2	18%	12	5	42%	31	7	23%	44	22	50%	115	59	52%
11:00	76	17	22%	11	2	18%	12	5	42%	31	8	26%	44	20	45%	115	67	58%
11:30	76	17	22%	11	2	18%	12	4	33%	31	8	26%	44	19	43%	115	71	62%
12:00	76	18	24%	11	3	28%	12	6	50%	31	8	26%	44	18	41%	115	76	66%
12:30	76	17	22%	11	3	28%	12	6	50%	31	8	26%	44	17	39%	115	76	66%
13:00	76	17	22%	11	3	28%	12	6	50%	31	8	26%	44	16	36%	115	76	66%
13:30	76	18	24%	11	4	37%	12	6	50%	31	7	23%	44	16	36%	115	79	69%
14:00	76	21	28%	11	3	28%	12	3	25%	31	6	20%	44	15	34%	115	85	74%
14:30	76	21	28%	11	3	28%	12	2	17%	31	6	20%	44	15	34%	115	82	72%
15:00	76	20	26%	11	3	28%	12	2	17%	31	6	20%	44	14	32%	115	79	69%
15:30	76	20	26%	11	3	28%	12	2	17%	31	8	26%	44	15	34%	115	74	65%
16:00	76	20	26%	11	5	46%	12	2	17%	31	12	39%	44	19	43%	115	68	59%
16:30	76	22	29%	11	3	28%	12	4	33%	31	12	39%	44	19	43%	115	66	58%
17:00	76	23	30%	11	3	28%	12	4	33%	31	13	43%	44	18	41%	115	53	46%
17:30	76	23	30%	11	3	28%	12	5	42%	31	17	56%	44	21	48%	115	45	39%
18:00	76	24	31%	11	3	28%	12	6	50%	31	20	65%	44	24	55%	115	31	27%
18:30	76	24	31%	11	3	28%	12	5	42%	31	19	62%	44	24	55%	115	28	24%
19:00	76	23	30%	11	2	18%	12	4	33%	31	19	62%	44	25	57%	115	18	16%
19:30	76	24	31%	11	2	18%	12	4	33%	31	21	69%	44	25	57%	115	13	11%
20:00	76	24	31%	11	2	18%	12	5	42%	31	21	69%	44	25	57%	115	11	10%
20:30	76	26	34%	11	2	18%	12	6	50%	31	21	69%	44	25	57%	115	10	9%
21:00	76	29	38%	11	2	18%	12	6	50%	31	19	62%	44	25	57%	115	10	9%
21:30	76	30	39%	11	2	18%	12	6	50%	31	19	62%	44	25	57%	115	8	7%
22:00	76	30	39%	11	3	28%	12	5	42%	31	19	62%	44	26	59%	115	5	4%
22:30	76	31	41%	11	3	28%	12	5	42%	31	20	65%	44	26	59%	115	5	4%

Street	Bideford Avenue			Bideford Avenue			Bideford Avenue			Dawlish Avenue			Rockford Avenue		
Time	Section 7a Capacity	Section 7a Occupancy	Section 7a % Occupancy	Section 7b Capacity	Section 7b Occupancy	Section 7b % Occupancy	Section 7c Capacity	Section 7c Occupancy	Section 7c % Occupancy	Section 8 Capacity	Section 8 Occupancy	Section 8 % Occupancy	Section 9 Capacity	Section 9 Occupancy	Section 9 % Occupancy
05:00	0	0	0%	0	0	0%	3	1	31%	29	18	61%	28	14	49%
05:30	0	0	0%	0	0	0%	3	1	31%	29	17	58%	28	15	53%
06:00	0	0	0%	0	0	0%	3	1	31%	29	17	58%	28	16	56%
06:30	0	0	0%	0	0	0%	3	1	31%	29	17	58%	28	15	53%
07:00	0	0	0%	0	0	0%	3	2	61%	29	17	58%	28	15	53%
07:30	0	1	100%	0	0	0%	3	1	31%	29	15	51%	28	12	42%
08:00	0	1	100%	0	0	0%	3	0	0%	29	11	37%	28	9	32%
08:30	0	1	100%	0	0	0%	3	1	31%	29	11	37%	28	10	35%
09:00	0	0	0%	0	0	0%	3	2	61%	29	12	41%	28	10	35%
09:30	0	0	0%	0	0	0%	3	2	61%	29	11	37%	28	10	35%
10:00	0	0	0%	0	0	0%	3	2	61%	29	11	37%	28	10	35%
10:30	0	0	0%	0	0	0%	3	2	61%	29	13	44%	28	10	35%
11:00	0	0	0%	0	1	100%	3	2	61%	29	14	48%	28	10	35%
11:30	0	0	0%	0	1	100%	3	2	61%	29	13	44%	28	10	35%
12:00	0	0	0%	0	0	0%	3	2	61%	29	12	41%	28	11	39%
12:30	0	0	0%	0	0	0%	3	3	92%	29	13	44%	28	11	39%
13:00	0	0	0%	0	0	0%	3	4	122%	29	13	44%	28	10	35%
13:30	0	0	0%	0	0	0%	3	3	92%	29	9	31%	28	13	46%
14:00	0	1	100%	0	0	0%	3	3	92%	29	8	27%	28	15	53%
14:30	0	0	0%	0	0	0%	3	2	61%	29	9	31%	28	13	46%
15:00	0	0	0%	0	1	100%	3	2	61%	29	9	31%	28	11	39%
15:30	0	0	0%	0	0	0%	3	2	61%	29	9	31%	28	15	53%
16:00	0	0	0%	0	0	0%	3	3	92%	29	8	27%	28	16	56%
16:30	0	0	0%	0	0	0%	3	1	31%	29	12	41%	28	14	49%
17:00	0	0	0%	0	0	0%	3	0	0%	29	18	61%	28	12	42%
17:30	0	0	0%	0	1	100%	3	0	0%	29	18	61%	28	14	49%
18:00	0	0	0%	0	1	100%	3	0	0%	29	20	68%	28	14	49%
18:30	0	0	0%	0	1	100%	3	1	31%	29	18	61%	28	15	53%
19:00	0	0	0%	0	1	100%	3	1	31%	29	16	54%	28	18	63%
19:30	0	0	0%	0	1	100%	3	1	31%	29	17	58%	28	19	67%
20:00	0	0	0%	0	0	0%	3	1	31%	29	18	61%	28	20	71%
20:30	0	0	0%	0	0	0%	3	1	31%	29	18	61%	28	20	71%
21:00	0	0	0%	0	0	0%	3	1	31%	29	18	61%	28	19	67%
21:30	0	0	0%	0	0	0%	3	1	31%	29	18	61%	28	19	67%
22:00	0	0	0%	0	0	0%	3	1	31%	29	18	61%	28	19	67%
22:30	0	0	0%	0	0	0%	3	1	31%	29	18	61%	28	19	67%

Street	Tavistock Avenue			Tavistock Avenue			Rydal Crescent			Rydal Crescent			Alperton Lane			Alperton Lane			Alperton Lane		
Time	Section 10 Capacity	Section 10 Occupancy	Section 10 % Occupancy	Section 11 Capacity	Section 11 Occupancy	Section 11 % Occupancy	Section 12 Capacity	Section 12 Occupancy	Section 12 % Occupancy	Section 13 Capacity	Section 13 Occupancy	Section 13 % Occupancy	Section 14a Capacity	Section 14a Occupancy	Section 14a % Occupancy	Section 14b Capacity	Section 14b Occupancy	Section 14b % Occupancy	Section 14c Capacity	Section 14c Occupancy	Section 14c % Occupancy
05:00	42	35	83%	17	15	88%	57	47	83%	11	6	55%	33	2	6%	21	8	38%	28	9	32%
05:30	42	35	83%	17	15	88%	57	47	83%	11	6	55%	33	2	6%	21	8	38%	28	9	32%
06:00	42	35	83%	17	15	88%	57	47	83%	11	6	55%	33	2	6%	21	8	38%	28	9	32%
06:30	42	36	86%	17	15	88%	57	47	83%	11	6	55%	33	2	6%	21	8	38%	28	9	32%
07:00	42	36	86%	17	15	88%	57	46	81%	11	6	55%	33	2	6%	21	8	38%	28	9	32%
07:30	42	36	86%	17	15	88%	57	46	81%	11	5	45%	33	2	6%	21	8	38%	28	9	32%
08:00	40	34	85%	17	15	88%	57	46	81%	11	5	46%	33	2	6%	21	8	38%	28	9	32%
08:30	40	34	85%	17	16	92%	57	35	62%	11	3	28%	33	4	12%	21	8	38%	28	9	32%
09:00	40	35	88%	17	17	97%	57	35	62%	11	3	28%	33	3	9%	21	8	38%	28	9	32%
09:30	40	34	85%	17	17	97%	57	35	62%	11	4	37%	33	4	12%	21	12	57%	28	10	36%
10:00	40	34	85%	17	16	92%	57	35	62%	11	5	46%	33	8	24%	21	22	105%	28	11	39%
10:30	40	33	83%	17	18	103%	57	33	58%	11	6	55%	33	11	34%	21	20	95%	28	11	39%
11:00	40	30	75%	17	20	118%	57	30	53%	11	6	55%	33	11	34%	21	19	90%	28	10	36%
11:30	40	36	90%	17	22	129%	57	27	48%	11	6	55%	33	11	34%	21	20	95%	28	11	39%
12:00	40	40	100%	17	18	103%	57	41	72%	11	5	46%	33	12	37%	21	22	105%	28	12	43%
12:30	40	40	100%	17	17	97%	57	40	71%	11	5	46%	33	12	37%	21	22	105%	28	13	46%
13:00	40	41	103%	17	16	92%	57	39	69%	11	6	55%	33	11	34%	21	23	110%	28	12	43%
13:30	40	41	103%	17	17	97%	57	32	56%	11	6	55%	33	19	58%	21	19	90%	28	11	39%
14:00	40	35	88%	17	19	109%	57	24	42%	11	7	64%	33	27	83%	21	14	67%	28	13	46%
14:30	40	35	88%	17	19	109%	57	25	44%	11	7	64%	33	26	79%	21	13	62%	28	26	93%
15:00	40	35	88%	17	21	120%	57	26	46%	11	6	55%	33	26	79%	21	12	57%	28	28	100%
15:30	40	36	90%	17	22	129%	57	29	51%	11	6	55%	33	24	73%	21	12	57%	28	24	86%
16:00	40	39	98%	17	21	120%	57	31	55%	11	6	55%	33	26	79%	21	10	48%	28	20	71%
16:30	40	41	103%	17	20	118%	57	31	55%	11	6	55%	33	16	49%	21	7	33%	28	16	57%
17:00	40	42	105%	17	16	92%	57	36	63%	11	6	55%	33	10	31%	21	7	33%	28	12	43%
17:30	40	39	98%	17	17	97%	57	38	67%	11	6	55%	33	10	31%	21	6	29%	28	9	32%
18:00	40	37	93%	17	16	92%	57	42	74%	11	7	64%	33	12	37%	21	2	10%	28	4	14%
18:30	42	38	90%	17	17	97%	57	42	74%	11	6	55%	33	9	28%	21	4	19%	28	4	14%
19:00	42	39	93%	17	19	109%	57	43	76%	11	6	55%	33	8	24%	21	4	19%	28	3	11%
19:30	42	39	93%	17	18	104%	57	44	78%	11	6	55%	33	7	21%	21	3	14%	28	3	11%
20:00	42	39	93%	17	15	86%	57	46	81%	11	6	55%	33	5	15%	21	3	14%	28	3	11%
20:30	42	36	86%	17	14	80%	57	48	85%	11	6	55%	33	6	18%	21	3	14%	28	3	11%
21:00	42	36	86%	17	16	92%	57	49	86%	11	7	64%	33	6	18%	21	4	19%	28	3	11%
21:30	42	37	88%	17	16	92%	57	52	92%	11	7	64%	33	6	18%	21	4	19%	28	3	11%
22:00	42	37	88%	17	18	103%	57	55	97%	11	8	73%	33	5	15%	21	4	19%	28	4	14%
22:30	42	38	90%	17	17	97%	57	56	98%	11	9	83%	33	5	15%	21	4	19%	28	4	14%

Street	West Links			Manor Farm Road			Pleasant Way			Primrose Way			Pleasant Way			Lily Gardens		
Time	Section 15 Capacity	Section 15 Occupancy	Section 15 % Occupancy	Section 16 Capacity	Section 16 Occupancy	Section 16 % Occupancy	Section 17 Capacity	Section 17 Occupancy	Section 17 % Occupancy	Section 18 Capacity	Section 18 Occupancy	Section 18 % Occupancy	Section 19 Capacity	Section 19 Occupancy	Section 19 % Occupancy	Section 20 Capacity	Section 20 Occupancy	Section 20 % Occupancy
05:00	0	2	100%	81	13	16%	35	20	57%	55	13	24%	44	23	53%	36	22	61%
05:30	0	2	100%	81	13	16%	35	20	57%	55	13	24%	44	23	53%	36	22	61%
06:00	0	2	100%	81	13	16%	35	20	57%	55	13	24%	44	23	53%	36	22	61%
06:30	0	2	100%	81	13	16%	35	20	57%	55	13	24%	44	23	53%	36	22	61%
07:00	0	2	100%	79	13	17%	35	20	57%	55	14	26%	44	23	53%	36	22	61%
07:30	0	2	100%	79	13	17%	35	20	57%	55	14	26%	44	15	34%	36	22	61%
08:00	0	2	100%	79	13	17%	35	20	57%	55	14	26%	44	14	32%	36	22	61%
08:30	0	2	100%	79	13	17%	35	20	57%	55	14	26%	44	14	32%	36	22	61%
09:00	0	1	100%	79	13	17%	35	20	57%	55	14	26%	44	14	32%	36	22	61%
09:30	0	1	100%	79	13	17%	35	16	46%	55	17	31%	44	14	32%	36	21	58%
10:00	0	1	100%	79	13	17%	35	14	40%	55	22	40%	44	20	46%	36	22	61%
10:30	0	1	100%	79	12	15%	35	11	32%	55	25	46%	44	19	44%	36	23	64%
11:00	0	1	100%	79	12	15%	35	11	32%	55	27	50%	44	20	46%	36	22	61%
11:30	0	1	100%	79	14	18%	35	19	54%	55	27	50%	44	19	44%	36	21	58%
12:00	0	2	100%	79	18	23%	35	27	77%	55	18	33%	44	18	41%	36	22	61%
12:30	0	2	100%	79	20	25%	35	27	77%	55	18	33%	44	16	37%	36	21	58%
13:00	0	2	100%	79	20	25%	35	26	74%	55	19	35%	44	16	37%	36	21	58%
13:30	0	3	100%	79	17	22%	35	24	69%	55	22	40%	44	17	39%	36	21	58%
14:00	0	4	100%	79	13	17%	35	25	73%	55	25	46%	44	18	41%	36	21	58%
14:30	0	4	100%	79	13	17%	35	27	78%	55	25	46%	44	20	46%	36	21	58%
15:00	0	3	100%	79	15	19%	35	30	86%	55	26	48%	44	21	48%	36	21	58%
15:30	0	3	100%	79	15	19%	35	31	89%	55	26	48%	44	21	48%	36	22	61%
16:00	0	3	100%	79	17	22%	35	29	83%	55	28	51%	44	26	60%	36	22	61%
16:30	0	3	100%	79	17	22%	35	28	80%	55	30	55%	44	26	60%	36	21	58%
17:00	0	3	100%	79	17	22%	35	28	80%	55	33	61%	44	26	60%	36	20	56%
17:30	0	3	100%	79	17	22%	35	28	80%	55	36	66%	44	27	62%	36	20	56%
18:00	0	3	100%	79	17	22%	35	28	80%	55	38	70%	44	28	64%	36	18	50%
18:30	0	2	100%	79	17	22%	35	25	72%	55	35	64%	44	28	64%	36	18	50%
19:00	0	1	100%	79	16	20%	35	23	66%	55	32	59%	44	24	55%	36	19	53%
19:30	0	1	100%	79	16	20%	35	23	66%	55	32	59%	44	18	41%	36	19	53%
20:00	0	1	100%	79	16	20%	35	23	66%	55	32	59%	44	15	34%	36	18	50%
20:30	0	1	100%	79	16	20%	35	23	66%	55	33	60%	44	21	48%	36	18	50%
21:00	0	1	100%	79	16	20%	35	22	63%	55	31	57%	44	28	64%	36	18	50%
21:30	0	1	100%	79	16	20%	35	22	63%	55	32	59%	44	30	69%	36	18	50%
22:00	0	0	0%	79	18	23%	35	22	63%	55	33	61%	44	30	69%	36	19	53%
22:30	0	0	0%	79	17	22%	35	22	63%	55	33	61%	44	29	66%	36	19	53%

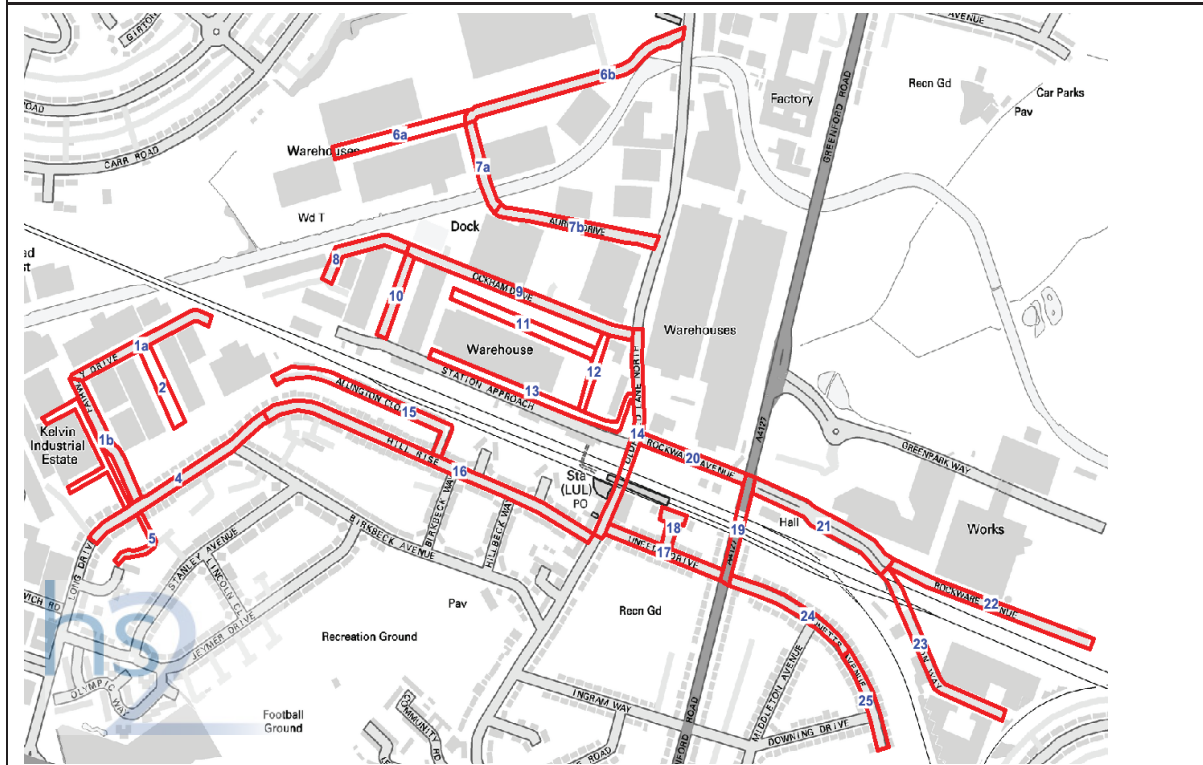
Street	Lily Gardens			Lily Gardens			Pleasant Way			May Gardens			Access Road		
	Section 21	Section 21	Section 21	Section 22	Section 22	Section 22	Section 23	Section 23	Section 23	Section 24	Section 24	Section 24	Section 25	Section 25	Section 25
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	25	15	60%	49	41	84%	27	16	59%	49	16	33%	10	4	41%
05:30	25	15	60%	49	41	84%	27	16	59%	49	16	33%	10	4	41%
06:00	25	15	60%	49	41	84%	27	16	59%	49	16	33%	10	4	41%
06:30	25	16	64%	49	39	79%	27	16	59%	49	16	33%	10	4	41%
07:00	25	16	64%	49	39	79%	27	16	59%	49	16	33%	10	4	41%
07:30	25	16	64%	49	39	79%	27	16	59%	49	16	33%	10	4	41%
08:00	25	16	64%	49	39	79%	27	16	59%	49	16	33%	10	4	41%
08:30	25	16	64%	49	39	79%	27	16	59%	49	16	33%	10	4	41%
09:00	25	16	64%	49	39	79%	27	16	59%	49	16	33%	10	4	41%
09:30	25	14	56%	49	31	63%	27	14	51%	49	16	33%	10	4	41%
10:00	25	10	40%	49	25	51%	27	13	48%	49	19	39%	10	4	41%
10:30	25	10	40%	49	25	51%	27	14	51%	49	19	39%	10	4	41%
11:00	25	11	44%	49	27	55%	27	15	55%	49	20	41%	10	4	41%
11:30	25	11	44%	49	27	55%	27	11	40%	49	24	49%	10	5	51%
12:00	25	11	44%	49	26	53%	27	8	29%	49	28	57%	10	5	51%
12:30	25	11	44%	49	25	51%	27	8	29%	49	29	59%	10	5	51%
13:00	25	12	48%	49	24	49%	27	8	29%	49	29	59%	10	5	51%
13:30	25	12	48%	49	28	57%	27	9	33%	49	16	33%	10	5	51%
14:00	25	12	48%	49	34	69%	27	12	44%	49	21	43%	10	4	41%
14:30	25	11	44%	49	32	65%	27	12	44%	49	21	43%	10	4	41%
15:00	25	10	40%	49	35	71%	27	12	44%	49	20	41%	10	4	41%
15:30	25	10	40%	49	35	71%	27	12	44%	49	20	41%	10	4	41%
16:00	25	9	36%	49	26	53%	27	12	44%	49	18	37%	10	4	41%
16:30	25	9	36%	49	37	75%	27	12	44%	49	16	33%	10	4	41%
17:00	25	9	36%	49	38	77%	27	12	44%	49	16	33%	10	4	41%
17:30	25	9	36%	49	36	73%	27	11	40%	49	16	33%	10	4	41%
18:00	25	8	32%	49	35	71%	27	10	37%	49	17	35%	10	4	41%
18:30	25	10	40%	49	35	71%	27	11	40%	49	17	35%	10	4	41%
19:00	25	10	40%	49	33	67%	27	12	44%	49	16	33%	10	4	41%
19:30	25	10	40%	49	32	65%	27	12	44%	49	15	31%	10	4	41%
20:00	25	9	36%	49	31	63%	27	12	44%	49	18	37%	10	4	41%
20:30	25	10	40%	49	31	63%	27	11	40%	49	19	39%	10	4	41%
21:00	25	11	44%	49	33	67%	27	11	40%	49	20	41%	10	5	51%
21:30	25	11	44%	49	33	67%	27	12	44%	49	23	47%	10	5	51%
22:00	25	11	44%	49	34	69%	27	12	44%	49	24	49%	10	6	61%
22:30	25	11	44%	49	34	69%	27	11	40%	49	24	49%	10	6	61%

Appendix G.7 – Parking Summary Sheet 9

Parking Survey Plan

Sheet 09

Site Location



Sheet 09 - Weekday Parking Summary

Survey Date: 05/07/2012

Street	Fairway Drive			Fairway Drive			No Road Name			Business Park			Long Drive		
	Section 1a	Section 1a	Section 1a	Section 1b	Section 1b	Section 1b	Section 2	Section 2	Section 2	Section 3	Section 3	Section 3	Section 4	Section 4	Section 4
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	69	2	3%	45	5	11%	53	4	8%	68	5	7%	59	24	41%
05:30	69	3	4%	45	3	7%	53	6	11%	68	5	7%	59	24	41%
06:00	69	3	4%	45	3	7%	53	6	11%	68	5	7%	59	24	41%
06:30	69	4	6%	45	5	11%	53	8	15%	68	6	9%	59	24	41%
07:00	69	29	42%	45	30	67%	53	26	49%	68	12	18%	59	24	41%
07:30	69	27	39%	45	26	58%	53	27	51%	68	11	16%	59	18	31%
08:00	69	26	38%	45	29	64%	53	23	43%	68	10	15%	59	16	27%
08:30	69	24	35%	45	28	62%	53	26	49%	68	9	13%	59	13	22%
09:00	69	23	33%	45	28	62%	53	28	53%	68	9	13%	59	11	19%
09:30	69	21	31%	45	25	56%	53	26	49%	68	8	12%	59	10	17%
10:00	69	20	29%	45	26	58%	53	25	47%	68	7	10%	55	9	17%
10:30	69	20	29%	45	27	60%	53	25	47%	68	8	12%	55	9	17%
11:00	69	20	29%	45	28	62%	53	25	47%	68	6	9%	59	9	15%
11:30	69	21	31%	45	28	62%	53	28	53%	68	8	12%	59	6	10%
12:00	69	21	31%	45	28	62%	53	30	57%	68	9	13%	59	7	12%
12:30	69	20	29%	45	28	62%	53	30	57%	68	9	13%	59	7	12%
13:00	69	20	29%	45	28	62%	53	30	57%	68	10	15%	59	7	12%
13:30	69	20	29%	45	29	64%	53	33	62%	68	9	13%	59	7	12%
14:00	69	19	28%	45	32	71%	53	36	68%	68	11	16%	55	7	13%
14:30	69	22	32%	45	37	82%	53	31	58%	68	11	16%	55	7	13%
15:00	69	22	32%	45	37	82%	53	31	58%	68	10	15%	59	7	12%
15:30	69	19	28%	45	31	69%	53	17	32%	68	21	31%	59	6	10%
16:00	69	17	25%	45	30	67%	53	16	30%	68	22	33%	59	7	12%
16:30	69	8	12%	45	19	42%	53	7	13%	68	8	12%	59	16	27%
17:00	69	2	3%	45	8	18%	53	1	2%	68	6	9%	59	18	31%
17:30	69	2	3%	45	15	33%	53	1	2%	68	7	10%	59	17	29%
18:00	69	0	0%	45	5	11%	53	0	0%	68	2	3%	59	15	25%
18:30	69	0	0%	45	5	11%	53	0	0%	68	2	3%	59	18	31%
19:00	69	0	0%	45	4	9%	53	0	0%	68	10	15%	59	24	41%
19:30	69	0	0%	45	2	4%	53	0	0%	68	8	12%	59	24	41%
20:00	69	0	0%	45	2	4%	53	0	0%	68	8	12%	59	21	36%
20:30	69	0	0%	45	2	4%	53	0	0%	68	5	7%	59	22	37%
21:00	69	0	0%	45	2	4%	53	0	0%	68	5	7%	59	24	41%
21:30	69	0	0%	45	2	4%	53	0	0%	68	5	7%	59	23	39%
22:00	69	0	0%	45	2	4%	53	0	0%	68	5	7%	59	23	39%
22:30	69	0	0%	45	2	4%	53	0	0%	68	5	7%	59	23	39%

Street	No Road Name			Auriol Drive			Auriol Drive			Auriol Drive			Auriol Drive		
	Section 5	Section 5	Section 5	Section 6a	Section 6a	Section 6a	Section 6b	Section 6b	Section 6b	Section 7a	Section 7a	Section 7a	Section 7b	Section 7b	Section 7b
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	15	2	13%	70	2	3%	250	4	2%	60	5	8%	60	4	7%
05:30	15	2	13%	70	3	4%	250	2	1%	60	3	5%	60	1	2%
06:00	15	3	20%	70	4	6%	250	5	2%	60	4	7%	60	3	5%
06:30	15	2	13%	70	6	9%	250	7	3%	60	6	10%	60	4	7%
07:00	15	5	33%	70	33	47%	250	35	14%	60	27	45%	60	16	27%
07:30	15	5	33%	70	38	54%	250	39	16%	60	27	45%	60	17	28%
08:00	15	5	33%	70	37	53%	250	40	16%	60	26	43%	60	17	28%
08:30	15	5	33%	70	37	53%	250	38	15%	60	26	43%	60	17	28%
09:00	15	5	33%	70	36	51%	250	31	12%	60	26	43%	60	17	28%
09:30	15	5	33%	70	36	51%	250	31	12%	60	25	42%	60	16	27%
10:00	15	5	33%	70	35	50%	250	31	12%	60	24	40%	60	16	27%
10:30	15	5	33%	70	27	39%	250	31	12%	60	26	43%	60	16	27%
11:00	15	5	33%	70	38	54%	250	32	13%	60	26	43%	60	17	28%
11:30	15	5	33%	70	36	51%	250	31	12%	60	26	43%	60	20	33%
12:00	15	5	33%	70	35	50%	250	29	12%	60	29	48%	60	21	35%
12:30	15	4	26%	70	28	40%	250	29	12%	60	28	47%	60	21	35%
13:00	15	4	26%	70	25	36%	250	29	12%	60	28	47%	60	21	35%
13:30	15	5	33%	70	24	34%	250	27	11%	60	31	52%	60	19	32%
14:00	15	6	39%	70	24	34%	250	25	10%	60	33	55%	60	13	22%
14:30	15	6	39%	70	22	31%	250	26	10%	60	34	57%	60	15	25%
15:00	15	5	33%	70	22	31%	250	25	10%	60	32	53%	60	13	22%
15:30	15	5	33%	70	22	31%	250	25	10%	60	30	50%	60	15	25%
16:00	15	5	33%	70	23	33%	250	22	9%	60	26	43%	60	19	32%
16:30	15	2	13%	70	23	33%	250	22	9%	60	24	40%	60	16	27%
17:00	15	1	7%	70	6	9%	250	13	5%	60	22	37%	60	16	27%
17:30	15	1	7%	70	5	7%	250	10	4%	60	4	7%	60	12	20%
18:00	15	0	0%	70	4	6%	250	13	5%	60	5	8%	60	12	20%
18:30	15	0	0%	70	3	4%	250	10	4%	60	3	5%	60	15	25%
19:00	15	3	20%	70	9	13%	250	3	1%	60	15	25%	60	0	0%
19:30	15	2	13%	70	3	4%	250	4	2%	60	14	23%	60	0	0%
20:00	15	1	7%	70	3	4%	250	3	1%	60	9	15%	60	0	0%
20:30	15	3	20%	70	2	3%	250	2	1%	60	4	7%	60	0	0%
21:00	15	3	20%	70	2	3%	250	2	1%	60	4	7%	60	0	0%
21:30	15	3	20%	70	2	3%	250	2	1%	60	4	7%	60	0	0%
22:00	15	3	20%	70	2	3%	250	2	1%	60	4	7%	60	0	0%
22:30	15	3	20%	70	2	3%	250	2	1%	60	4	7%	60	0	0%

Street	Ockham Drive			Ockham Drive			Ockham Drive			No Road Name			No Road Name		
	Section 8	Section 8	Section 8	Section 9	Section 9	Section 9	Section 10	Section 10	Section 10	Section 11	Section 11	Section 11	Section 12	Section 12	Section 12
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	3	2	67%	0	3	100%	0	0	0%	12	0	0%	34	0	0%
05:30	3	3	100%	0	2	100%	0	0	0%	12	0	0%	34	0	0%
06:00	3	1	33%	0	3	100%	0	0	0%	12	0	0%	34	0	0%
06:30	3	2	67%	0	2	100%	0	0	0%	12	2	17%	34	2	6%
07:00	3	1	33%	0	1	100%	0	0	0%	12	0	0%	34	0	0%
07:30	3	0	0%	0	0	0%	0	0	0%	12	0	0%	34	0	0%
08:00	3	0	0%	0	0	0%	0	0	0%	12	2	17%	34	0	0%
08:30	3	0	0%	0	0	0%	0	1	100%	12	0	0%	34	0	0%
09:00	3	0	0%	0	0	0%	0	0	0%	12	0	0%	34	0	0%
09:30	3	0	0%	0	1	100%	0	0	0%	12	1	8%	34	0	0%
10:00	3	0	0%	0	1	100%	0	0	0%	12	1	8%	34	0	0%
10:30	3	0	0%	0	0	0%	0	0	0%	12	0	0%	34	0	0%
11:00	3	0	0%	0	1	100%	0	2	100%	12	1	8%	34	0	0%
11:30	3	0	0%	0	2	100%	0	1	100%	12	3	25%	34	0	0%
12:00	3	0	0%	0	2	100%	0	1	100%	12	3	25%	34	1	3%
12:30	3	1	33%	0	0	0%	0	1	100%	12	2	17%	34	3	9%
13:00	3	0	0%	0	1	100%	0	2	100%	12	3	25%	34	2	6%
13:30	3	2	67%	0	0	0%	0	2	100%	12	1	8%	34	2	6%
14:00	3	2	67%	0	0	0%	0	2	100%	12	1	8%	34	3	9%
14:30	3	1	33%	0	0	0%	0	2	100%	12	3	25%	34	4	12%
15:00	3	2	67%	0	3	100%	0	2	100%	12	1	8%	34	2	6%
15:30	3	2	67%	0	3	100%	0	1	100%	12	1	8%	34	5	15%
16:00	3	1	33%	0	0	0%	0	2	100%	12	1	8%	34	9	27%
16:30	3	0	0%	0	0	0%	0	1	100%	12	2	17%	34	4	12%
17:00	3	0	0%	0	0	0%	0	1	100%	12	3	25%	34	2	6%
17:30	3	1	33%	0	0	0%	0	2	100%	12	1	8%	34	6	18%
18:00	3	1	33%	0	0	0%	0	1	100%	12	1	8%	34	2	6%
18:30	3	1	33%	0	0	0%	0	1	100%	12	1	8%	34	2	6%
19:00	3	0	0%	0	0	0%	0	0	0%	12	0	0%	34	0	0%
19:30	3	0	0%	0	0	0%	0	0	0%	12	0	0%	34	0	0%
20:00	3	0	0%	0	0	0%	0	0	0%	12	0	0%	34	0	0%
20:30	3	0	0%	0	0	0%	0	0	0%	12	0	0%	34	0	0%
21:00	3	0	0%	0	0	0%	0	0	0%	12	0	0%	34	0	0%
21:30	3	0	0%	0	0	0%	0	0	0%	12	0	0%	34	0	0%
22:00	3	0	0%	0	0	0%	0	0	0%	12	0	0%	34	0	0%
22:30	3	0	0%	0	0	0%	0	0	0%	12	0	0%	34	0	0%

Street	Railway Road			Oldfield Lane			Allington Close			Hill Rise			Uneeda Drive		
	Section 13	Section 13	Section 13	Section 14	Section 14	Section 14	Section 15	Section 15	Section 15	Section 16	Section 16	Section 16	Section 17	Section 17	Section 17
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	21	0	0%	10	4	41%	93	20	22%	54	36	67%	40	25	63%
05:30	21	0	0%	10	4	41%	93	19	20%	54	36	67%	40	25	63%
06:00	21	0	0%	10	6	61%	93	17	18%	54	33	61%	40	24	60%
06:30	21	1	5%	10	7	71%	93	16	17%	54	31	57%	40	23	58%
07:00	21	0	0%	10	5	51%	93	16	17%	54	25	46%	40	18	45%
07:30	21	0	0%	10	10	102%	93	16	17%	54	29	54%	40	17	43%
08:00	21	0	0%	10	5	51%	93	15	16%	54	33	61%	40	17	43%
08:30	21	0	0%	10	8	81%	93	15	16%	54	27	50%	40	16	40%
09:00	21	0	0%	10	11	112%	93	16	17%	54	28	52%	40	16	40%
09:30	21	2	10%	10	8	81%	93	15	16%	54	26	48%	40	16	40%
10:00	21	0	0%	10	9	92%	93	16	17%	54	28	52%	40	14	35%
10:30	21	0	0%	10	7	71%	93	15	16%	54	27	50%	40	17	43%
11:00	21	0	0%	10	9	92%	93	16	17%	54	28	52%	40	18	45%
11:30	21	0	0%	10	6	61%	93	15	16%	54	31	57%	40	17	43%
12:00	21	0	0%	10	4	41%	93	15	16%	54	28	52%	40	17	43%
12:30	21	0	0%	10	7	71%	93	18	19%	54	29	54%	40	16	40%
13:00	21	0	0%	10	10	102%	93	17	18%	54	31	57%	40	13	33%
13:30	21	1	5%	10	11	112%	93	16	17%	54	26	48%	40	12	30%
14:00	21	1	5%	10	12	122%	93	16	17%	54	23	43%	40	15	38%
14:30	21	2	10%	10	8	81%	93	16	17%	54	22	41%	40	14	35%
15:00	21	3	14%	10	7	71%	93	16	17%	54	23	43%	40	15	38%
15:30	21	4	19%	10	7	71%	93	15	16%	54	24	44%	40	15	38%
16:00	21	4	19%	10	10	102%	93	15	16%	54	25	46%	40	14	35%
16:30	21	5	24%	10	10	102%	93	16	17%	54	22	41%	40	13	33%
17:00	21	2	10%	10	10	102%	93	18	19%	54	23	43%	40	16	40%
17:30	21	4	19%	10	8	81%	93	27	29%	54	24	44%	40	18	45%
18:00	21	4	19%	10	8	81%	93	27	29%	54	25	46%	40	18	45%
18:30	21	4	19%	10	7	71%	93	29	31%	54	22	41%	40	18	45%
19:00	21	0	0%	10	9	92%	93	36	39%	54	33	61%	40	20	50%
19:30	21	0	0%	10	6	61%	93	35	38%	54	32	59%	40	23	58%
20:00	21	0	0%	10	6	61%	93	37	40%	54	31	57%	40	25	63%
20:30	21	0	0%	10	5	51%	93	25	27%	54	46	85%	40	20	50%
21:00	21	0	0%	10	3	31%	93	25	27%	54	46	85%	40	21	53%
21:30	21	0	0%	10	1	10%	93	25	27%	54	46	85%	40	22	55%
22:00	21	0	0%	10	1	10%	93	26	28%	54	45	83%	40	22	55%
22:30	21	0	0%	10	2	20%	93	26	28%	54	44	81%	40	23	58%

Street	No Road Name			Greenford Road			Rockware Avenue			Rockware Avenue		
	Section 18	Section 18	Section 18	Section 19	Section 19	Section 19	Section 20	Section 20	Section 20	Section 21	Section 21	Section 21
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	14	3	21%	8	1	13%	7	0	0%	0	0	0%
05:30	14	3	21%	8	1	13%	7	0	0%	0	0	0%
06:00	14	2	14%	8	1	13%	7	0	0%	0	0	0%
06:30	14	3	21%	8	1	13%	7	0	0%	0	0	0%
07:00	14	2	14%	8	1	13%	7	0	0%	0	0	0%
07:30	14	2	14%	8	0	0%	7	0	0%	0	0	0%
08:00	14	2	14%	8	0	0%	7	0	0%	0	0	0%
08:30	14	5	35%	8	0	0%	7	0	0%	0	0	0%
09:00	14	4	28%	8	0	0%	7	0	0%	0	0	0%
09:30	14	6	42%	8	1	13%	7	1	15%	0	0	0%
10:00	14	6	42%	8	1	13%	7	1	15%	0	0	0%
10:30	14	7	49%	8	0	0%	7	0	0%	0	0	0%
11:00	14	7	49%	8	0	0%	7	0	0%	0	0	0%
11:30	14	6	42%	8	1	13%	7	0	0%	0	0	0%
12:00	14	6	42%	8	2	26%	7	0	0%	0	0	0%
12:30	14	6	42%	8	1	13%	7	0	0%	0	0	0%
13:00	14	7	49%	8	0	0%	7	0	0%	0	0	0%
13:30	14	8	56%	8	0	0%	7	0	0%	0	0	0%
14:00	14	4	28%	8	1	13%	7	0	0%	0	0	0%
14:30	14	6	42%	8	3	39%	7	0	0%	0	0	0%
15:00	14	5	35%	8	3	39%	7	2	31%	0	0	0%
15:30	14	5	35%	8	1	13%	7	2	31%	0	1	100%
16:00	14	5	35%	8	1	13%	7	0	0%	0	1	100%
16:30	14	4	28%	8	0	0%	7	1	15%	0	1	100%
17:00	14	4	28%	8	0	0%	7	0	0%	0	0	0%
17:30	14	4	28%	8	1	13%	7	0	0%	0	0	0%
18:00	14	4	28%	8	1	13%	7	0	0%	0	0	0%
18:30	14	4	28%	8	1	13%	7	0	0%	0	0	0%
19:00	14	5	35%	8	1	13%	7	0	0%	0	0	0%
19:30	14	6	42%	8	1	13%	7	0	0%	0	0	0%
20:00	14	5	35%	8	1	13%	7	0	0%	0	0	0%
20:30	14	6	42%	8	2	26%	7	0	0%	0	0	0%
21:00	14	6	42%	8	2	26%	7	0	0%	0	0	0%
21:30	14	5	35%	8	2	26%	7	0	0%	0	0	0%
22:00	14	5	35%	8	1	13%	7	0	0%	0	0	0%
22:30	14	5	35%	8	1	13%	7	0	0%	0	0	0%

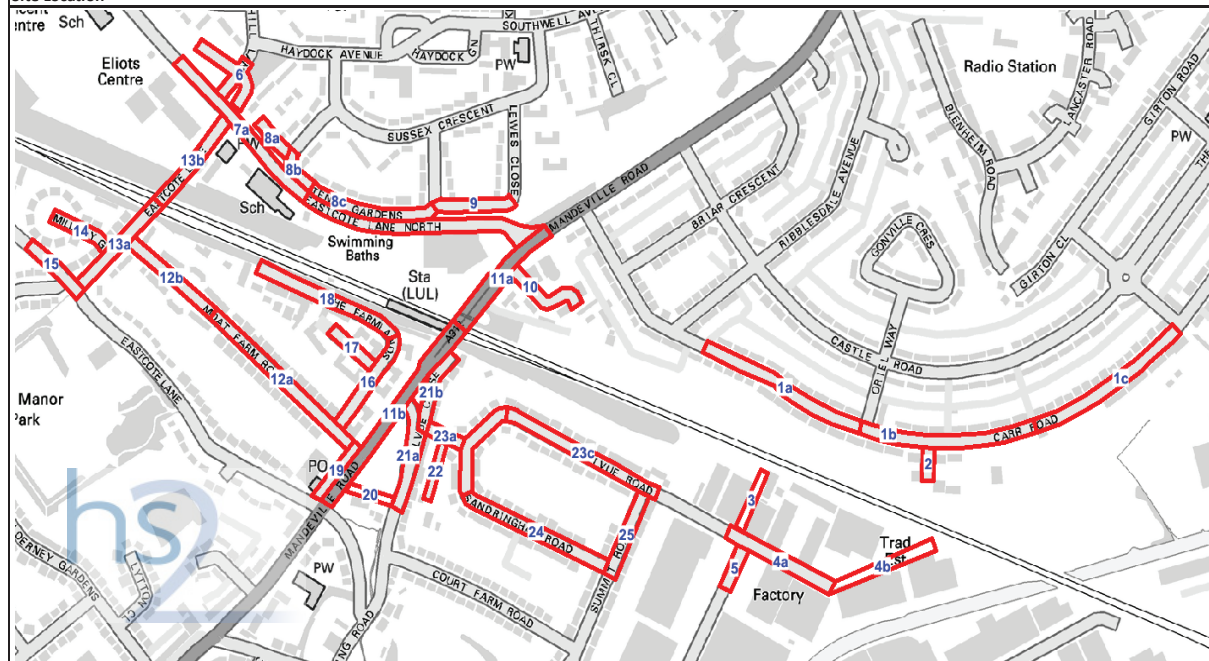
Street	Rockware Avenue			Lyon Way			Bennetts Avenue			Bennetts Avenue		
	Section 22	Section 22	Section 22	Section 23	Section 23	Section 23	Section 24	Section 24	Section 24	Section 25	Section 25	Section 25
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	0	0	0%	88	0	0%	52	26	50%	27	14	51%
05:30	0	0	0%	88	0	0%	52	26	50%	27	14	51%
06:00	0	0	0%	88	0	0%	52	26	50%	27	13	48%
06:30	0	0	0%	88	0	0%	52	26	50%	27	13	48%
07:00	0	0	0%	88	0	0%	52	23	44%	27	11	40%
07:30	0	0	0%	88	0	0%	52	19	36%	27	11	40%
08:00	0	0	0%	88	0	0%	52	18	34%	27	10	37%
08:30	0	0	0%	88	0	0%	52	15	29%	27	8	29%
09:00	0	0	0%	88	0	0%	52	14	27%	27	8	29%
09:30	0	0	0%	88	0	0%	52	14	27%	27	5	18%
10:00	0	0	0%	88	0	0%	52	13	25%	27	5	18%
10:30	0	0	0%	88	0	0%	52	14	27%	27	5	18%
11:00	0	0	0%	88	0	0%	52	14	27%	27	5	18%
11:30	0	0	0%	88	0	0%	52	13	25%	27	7	26%
12:00	0	0	0%	88	0	0%	52	14	27%	27	6	22%
12:30	0	0	0%	88	0	0%	52	16	31%	27	4	15%
13:00	0	0	0%	88	0	0%	52	13	25%	27	5	18%
13:30	0	0	0%	88	0	0%	52	13	25%	27	4	15%
14:00	0	0	0%	88	0	0%	52	9	17%	27	8	29%
14:30	0	0	0%	88	0	0%	52	4	8%	27	6	22%
15:00	0	0	0%	88	0	0%	52	5	10%	27	3	11%
15:30	0	0	0%	88	0	0%	52	9	17%	27	6	22%
16:00	0	0	0%	88	0	0%	52	14	27%	27	9	33%
16:30	0	0	0%	88	0	0%	52	14	27%	27	7	26%
17:00	0	0	0%	88	0	0%	52	14	27%	27	9	33%
17:30	0	0	0%	88	0	0%	52	14	27%	27	10	37%
18:00	0	0	0%	88	0	0%	52	14	27%	27	11	40%
18:30	0	0	0%	88	0	0%	52	15	29%	27	9	33%
19:00	0	0	0%	88	0	0%	52	18	34%	27	11	40%
19:30	0	0	0%	88	0	0%	52	19	36%	27	12	44%
20:00	0	0	0%	88	0	0%	52	19	36%	27	12	44%
20:30	0	0	0%	88	0	0%	52	21	40%	27	12	44%
21:00	0	0	0%	88	0	0%	52	24	46%	27	12	44%
21:30	0	0	0%	88	0	0%	52	26	50%	27	11	40%
22:00	0	0	0%	88	0	0%	52	26	50%	27	11	40%
22:30	0	0	0%	88	0	0%	52	27	52%	27	11	40%

Appendix G.8 – Parking Summary Sheet 10

Parking Survey Plan

Sheet 10

Site Location



Sheet 10 - Weekday Parking Summary Survey Date 05/07/2012

Street	Carr Road Between Oriel Way and Ribblesdale Avenue			Carr Road Between Oriel Way and Gorton Close			Carr Road Between Gorton Close and Glamis Way			Cherry Gardens			Access Road		
	Section 1a	Section 1a	Section 1a	Section 1b	Section 1b	Section 1b	Section 1c	Section 1c	Section 1c	Section 2	Section 2	Section 2	Section 3	Section 3	Section 3
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	80	62	78%	80	54	68%	40	21	53%	12	4	33%	8	2	26%
05:30	80	62	78%	80	54	68%	40	21	53%	12	4	33%	8	2	26%
06:00	80	63	79%	80	55	69%	40	21	53%	12	3	25%	8	2	26%
06:30	80	65	81%	80	58	73%	40	22	55%	12	4	33%	8	4	52%
07:00	80	67	84%	80	62	78%	40	22	55%	12	4	33%	8	4	52%
07:30	80	68	85%	80	74	93%	40	28	70%	12	4	33%	8	4	52%
08:00	80	68	85%	80	80	100%	40	32	80%	12	4	33%	8	4	52%
08:30	80	62	78%	80	72	90%	40	28	70%	12	4	33%	8	5	65%
09:00	80	59	74%	80	69	86%	40	24	60%	12	4	33%	8	5	65%
09:30	80	59	74%	80	64	80%	40	24	60%	12	4	33%	8	4	52%
10:00	80	58	73%	80	60	75%	40	24	60%	12	4	33%	8	4	52%
10:30	80	57	71%	80	60	75%	40	22	55%	12	4	33%	8	4	52%
11:00	80	56	70%	80	60	75%	40	22	55%	12	4	33%	8	4	52%
11:30	80	59	74%	80	67	84%	40	27	68%	12	4	33%	8	4	52%
12:00	80	61	76%	80	71	89%	40	31	78%	12	4	33%	8	4	52%
12:30	80	58	73%	80	68	85%	40	30	75%	12	4	33%	8	4	52%
13:00	80	55	69%	80	65	81%	40	30	75%	12	4	33%	8	4	52%
13:30	80	45	56%	80	63	79%	40	29	73%	12	4	33%	8	3	39%
14:00	80	39	49%	80	57	71%	40	27	68%	12	4	33%	8	4	52%
14:30	80	34	43%	80	51	64%	40	27	68%	12	4	33%	8	4	52%
15:00	80	33	41%	80	51	64%	40	23	58%	12	4	33%	8	4	52%
15:30	80	28	35%	80	54	68%	40	17	43%	12	4	33%	8	4	52%
16:00	80	25	31%	80	42	53%	40	18	45%	12	4	33%	8	4	52%
16:30	80	22	28%	80	39	49%	40	18	45%	12	4	33%	8	4	52%
17:00	80	28	35%	80	25	31%	40	17	43%	12	4	33%	8	4	52%
17:30	80	24	30%	80	22	28%	40	18	45%	12	4	33%	8	4	52%
18:00	80	25	31%	80	24	30%	40	18	45%	12	4	33%	8	4	52%
18:30	80	22	28%	80	24	30%	40	15	38%	12	4	33%	8	4	52%
19:00	80	22	28%	80	23	29%	40	15	38%	12	4	33%	8	4	52%
19:30	80	24	30%	80	24	30%	40	19	48%	12	4	33%	8	4	52%
20:00	80	24	30%	80	24	30%	40	19	48%	12	4	33%	8	4	52%
20:30	80	24	30%	80	22	28%	40	19	48%	12	4	33%	8	4	52%
21:00	80	25	31%	80	24	30%	40	13	33%	12	4	33%	8	4	52%
21:30	80	25	31%	80	25	31%	40	13	33%	12	4	33%	8	4	52%
22:00	80	25	31%	80	25	31%	40	13	33%	12	4	33%	8	4	52%
22:30	80	26	33%	80	25	31%	40	12	30%	12	4	33%	8	4	52%

Street	Belvue Road			Belvue Road			Rowdell Road			Dabbs Hill Lane			Eastcote Lane North		
	Section 4a	Section 4a	Section 4a	Section 4b	Section 4b	Section 4b	Section 5	Section 5	Section 5	Section 6	Section 6	Section 6	Section 7a	Section 7a	Section 7a
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	38	10	26%	34	15	44%	44	16	37%	48	10	21%	1	0	0%
05:30	38	10	26%	34	15	44%	44	16	37%	48	9	19%	1	0	0%
06:00	38	12	31%	34	17	50%	44	15	34%	48	10	21%	1	0	0%
06:30	38	12	31%	34	16	47%	44	17	39%	48	10	21%	1	0	0%
07:00	38	13	34%	34	17	50%	44	17	39%	48	11	23%	1	0	0%
07:30	38	13	34%	34	19	56%	44	20	46%	48	12	25%	1	0	0%
08:00	26	15	57%	34	21	62%	35	19	54%	48	12	25%	1	0	0%
08:30	26	16	61%	34	21	62%	35	19	54%	48	11	23%	1	0	0%
09:00	26	16	61%	34	19	56%	35	17	49%	48	11	23%	1	0	0%
09:30	26	19	73%	34	17	50%	35	18	52%	48	10	21%	1	0	0%
10:00	26	21	80%	34	15	44%	35	15	43%	48	12	25%	1	0	0%
10:30	26	21	80%	34	13	38%	35	15	43%	48	13	27%	1	0	0%
11:00	26	21	80%	34	13	38%	35	19	54%	48	13	27%	1	0	0%
11:30	26	20	76%	34	16	47%	35	19	54%	48	12	25%	1	0	0%
12:00	26	19	73%	34	15	44%	35	20	57%	48	11	23%	1	0	0%
12:30	26	19	73%	34	15	44%	35	20	57%	48	12	25%	1	0	0%
13:00	26	18	69%	34	14	41%	35	21	60%	48	10	21%	1	0	0%
13:30	26	18	69%	34	14	41%	35	18	52%	48	10	21%	1	0	0%
14:00	26	18	69%	34	17	50%	35	17	49%	48	13	27%	1	0	0%
14:30	26	13	50%	34	16	47%	35	18	52%	48	12	25%	1	0	0%
15:00	26	19	73%	34	17	50%	35	18	52%	48	16	33%	1	0	0%
15:30	26	17	65%	34	18	53%	35	17	49%	48	15	31%	1	0	0%
16:00	26	28	107%	34	20	59%	35	17	49%	48	15	31%	1	0	0%
16:30	26	28	107%	34	20	59%	35	22	63%	48	18	38%	1	0	0%
17:00	26	23	88%	34	20	59%	35	16	46%	48	15	31%	1	0	0%
17:30	26	28	107%	34	15	44%	35	15	43%	48	16	33%	1	0	0%
18:00	26	29	111%	34	20	59%	35	16	46%	48	16	33%	1	0	0%
18:30	38	23	60%	34	20	59%	44	14	32%	48	16	33%	1	0	0%
19:00	38	23	60%	34	20	59%	44	16	37%	48	16	33%	1	0	0%
19:30	38	23	60%	34	18	53%	44	16	37%	48	16	33%	1	0	0%
20:00	38	23	60%	34	18	53%	44	16	37%	48	16	33%	1	0	0%
20:30	38	23	60%	34	18	53%	44	15	34%	48	10	21%	1	0	0%
21:00	38	19	50%	34	17	50%	44	15	34%	48	10	21%	1	0	0%
21:30	38	19	50%	34	17	50%	44	15	34%	48	10	21%	1	0	0%
22:00	38	19	50%	34	17	50%	44	15	34%	48	10	21%	1	0	0%
22:30	38	19	50%	34	17	50%	44	15	34%	48	10	21%	1	0	0%

Street	Eastcote Lane North			Fakenham Close			Tenby Gardens			Tenby Gardens			Tenby Gardens			Badmington Close		
	Section 7b	Section 7b	Section 7b	Section 8a	Section 8a	Section 8a	Section 8b	Section 8b	Section 8b	Section 8c	Section 8c	Section 8c	Section 9	Section 9	Section 9	Section 10	Section 10	Section 10
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	1	0	0%	19	9	49%	32	9	28%	40	7	17%	23	7	31%	22	10	46%
05:30	1	0	0%	19	10	54%	32	12	38%	40	9	22%	23	7	31%	22	12	55%
06:00	1	0	0%	19	11	59%	32	11	35%	40	10	25%	23	7	31%	22	12	55%
06:30	1	0	0%	19	11	59%	32	11	35%	40	10	25%	23	7	31%	22	12	55%
07:00	1	0	0%	19	12	65%	32	11	35%	40	10	25%	23	7	31%	22	12	55%
07:30	1	0	0%	19	11	59%	32	13	41%	40	10	25%	23	9	39%	22	12	55%
08:00	1	0	0%	19	12	65%	32	13	41%	40	11	27%	23	9	39%	22	12	55%
08:30	1	0	0%	19	12	65%	32	12	38%	40	12	30%	23	9	39%	22	11	50%
09:00	1	0	0%	19	11	59%	32	11	35%	40	13	32%	23	9	39%	22	9	41%
09:30	1	0	0%	19	10	54%	32	12	38%	40	13	32%	23	12	52%	22	9	41%
10:00	1	0	0%	19	13	70%	32	13	41%	40	12	30%	23	13	57%	22	10	46%
10:30	1	0	0%	19	12	65%	32	12	38%	40	12	30%	23	12	52%	22	12	55%
11:00	1	0	0%	19	11	59%	32	12	38%	40	12	30%	23	11	48%	22	12	55%
11:30	1	0	0%	19	11	59%	32	12	38%	40	12	30%	23	9	39%	22	12	55%
12:00	1	0	0%	19	10	54%	32	12	38%	40	11	27%	23	9	39%	22	12	55%
12:30	1	0	0%	19	12	65%	32	9	28%	40	11	27%	23	10	44%	22	12	55%
13:00	1	0	0%	19	14	75%	32	9	28%	40	11	27%	23	11	48%	22	12	55%
13:30	1	0	0%	19	13	70%	32	11	35%	40	13	32%	23	11	48%	22	12	55%
14:00	1	0	0%	19	14	75%	32	10	32%	40	19	47%	23	11	48%	22	11	50%
14:30	1	0	0%	19	15	81%	32	11	35%	40	14	35%	23	16	70%	22	11	50%
15:00	1	0	0%	19	12	65%	32	8	25%	40	10	25%	23	12	52%	22	13	60%
15:30	1	0	0%	19	15	81%	32	10	32%	40	10	25%	23	8	35%	22	11	50%
16:00	1	0	0%	19	17	92%	32	14	44%	40	14	35%	23	9	39%	22	17	78%
16:30	1	0	0%	19	18	97%	32	17	54%	40	15	37%	23	14	61%	22	17	78%
17:00	1	0	0%	19	18	97%	32	17	54%	40	15	37%	23	9	39%	22	17	78%
17:30	1	0	0%	19	18	97%	32	17	54%	40	15	37%	23	9	39%	22	18	83%
18:00	1	0	0%	19	17	92%	32	17	54%	40	16	40%	23	9	39%	22	17	78%
18:30	1	0	0%	19	18	97%	32	15	47%	40	16	40%	23	16	70%	22	17	78%
19:00	1	0	0%	19	15	81%	32	16	51%	40	16	40%	23	16	70%	22	17	78%
19:30	1	0	0%	19	18	97%	32	15	47%	40	16	40%	23	15	65%	22	17	78%
20:00	1	0	0%	19	18	97%	32	15	47%	40	16	40%	23	15	65%	22	17	78%
20:30	1	0	0%	19	18	97%	32	15	47%	40	15	37%	23	15	65%	22	17	78%
21:00	1	0	0%	19	18	97%	32	15	47%	40	15	37%	23	15	65%	22	17	78%
21:30	1	0	0%	19	18	97%	32	15	47%	40	16	40%	23	17	74%	22	17	78%
22:00	1	0	0%	19	16	86%	32	15	47%	40	16	40%	23	15	65%	22	16	73%
22:30	1	0	0%	19	18	97%	32	15	47%	40	16	40%	23	15	65%	22	16	73%

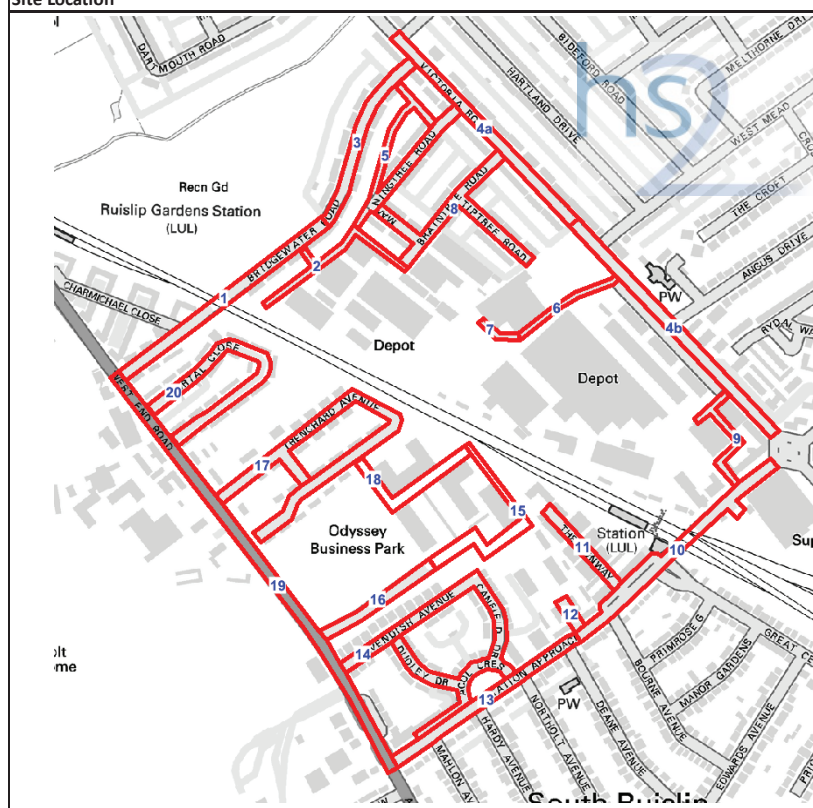
Street	Mandeville Road			Mandeville Road			Moat Farm Road			Moat Farm Road			Eastcote Lane			Eastcote Lane		
	Section 11a	Section 11a	Section 11a	Section 11b	Section 11b	Section 11b	Section 12a	Section 12a	Section 12a	Section 12b	Section 12b	Section 12b	Section 13a	Section 13a	Section 13a	Section 13b	Section 13b	Section 13b
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	0	0	0%	0	0	0%	47	32	68%	39	31	79%	32	9	28%	20	0	0%
05:30	0	0	0%	0	0	0%	47	32	68%	39	31	79%	32	9	28%	20	0	0%
06:00	0	0	0%	0	0	0%	47	32	68%	39	31	79%	32	9	28%	20	0	0%
06:30	0	0	0%	0	0	0%	47	32	68%	39	31	79%	32	9	28%	20	0	0%
07:00	0	0	0%	0	0	0%	47	32	68%	39	31	79%	32	9	28%	20	0	0%
07:30	0	0	0%	0	0	0%	47	31	66%	39	31	79%	32	10	32%	20	0	0%
08:00	0	0	0%	0	0	0%	47	30	64%	39	32	81%	32	11	35%	9	0	0%
08:30	0	0	0%	0	0	0%	47	32	68%	39	33	84%	32	11	35%	9	0	0%
09:00	0	0	0%	0	0	0%	47	33	70%	39	32	81%	32	12	38%	9	0	0%
09:30	0	0	0%	0	0	0%	47	32	68%	39	32	81%	32	11	35%	9	0	0%
10:00	0	0	0%	0	0	0%	47	32	68%	39	31	79%	32	10	32%	9	0	0%
10:30	0	0	0%	0	0	0%	47	31	66%	39	30	76%	32	11	35%	9	0	0%
11:00	0	0	0%	0	0	0%	47	30	64%	39	29	74%	32	11	35%	9	0	0%
11:30	0	0	0%	0	0	0%	47	30	64%	39	28	71%	32	9	28%	9	0	0%
12:00	0	0	0%	0	0	0%	47	31	66%	39	28	71%	32	8	25%	9	0	0%
12:30	0	0	0%	0	0	0%	47	30	64%	39	28	71%	32	8	25%	9	0	0%
13:00	0	0	0%	0	0	0%	47	30	64%	39	29	74%	32	9	28%	9	0	0%
13:30	0	0	0%	0	0	0%	47	30	64%	39	32	81%	32	10	32%	9	0	0%
14:00	0	0	0%	0	0	0%	47	29	62%	39	33	84%	32	11	35%	9	0	0%
14:30	0	0	0%	0	0	0%	47	28	60%	39	32	81%	32	11	35%	9	0	0%
15:00	0	0	0%	0	0	0%	47	27	58%	39	31	79%	32	12	38%	9	0	0%
15:30	0	0	0%	0	0	0%	47	27	58%	39	33	84%	32	12	38%	9	0	0%
16:00	0	0	0%	0	0	0%	47	28	60%	39	34	87%	32	10	32%	9	0	0%
16:30	0	0	0%	0	0	0%	47	26	55%	39	31	79%	32	10	32%	9	0	0%
17:00	0	0	0%	0	0	0%	47	25	53%	39	27	69%	32	8	25%	9	0	0%
17:30	0	0	0%	0	0	0%	47	23	49%	39	23	59%	32	8	25%	9	0	0%
18:00	0	0	0%	0	0	0%	47	22	47%	39	24	61%	32	8	25%	9	0	0%
18:30	0	0	0%	0	0	0%	47	21	45%	39	24	61%	32	7	22%	20	0	0%
19:00	0	0	0%	0	0	0%	47	20	43%	39	25	64%	32	5	16%	20	0	0%
19:30	0	0	0%	0	0	0%	47	20	43%	39	22	56%	32	8	25%	20	0	0%
20:00	0	0	0%	0	0	0%	47	19	41%	39	22	56%	32	11	35%	20	0	0%
20:30	0	0	0%	0	0	0%	47	20	43%	39	23	59%	32	11	35%	20	0	0%
21:00	0	0	0%	0	0	0%	47	21	45%	39	23	59%	32	12	38%	20	0	0%
21:30	0	0	0%	0	0	0%	47	19	41%	39	21	53%	32	10	32%	20	0	0%
22:00	0	0	0%	0	0	0%	47	17	36%	39	19	48%	32	9	28%	20	0	0%
22:30	0	0	0%	0	0	0%	47	18	38%	39	19	48%	32	9	28%	20	0	0%

Street	Millway Gardens			Abbott Close			The Farmlands			The Farmlands			The Farmlands			Mandeville Road		
	Section 14	Section 14	Section 14	Section 15	Section 15	Section 15	Section 16	Section 16	Section 16	Section 17	Section 17	Section 17	Section 18	Section 18	Section 18	Section 19	Section 19	Section 19
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	26	8	31%	0	0	0%	44	10	23%	38	11	29%	52	19	36%	15	2	13%
05:30	26	8	31%	0	0	0%	44	10	23%	38	10	26%	52	19	36%	15	2	13%
06:00	26	8	31%	0	0	0%	44	10	23%	38	10	26%	52	19	36%	15	2	13%
06:30	26	8	31%	0	0	0%	44	10	23%	38	10	26%	52	20	38%	15	2	13%
07:00	26	8	31%	0	0	0%	44	10	23%	38	11	29%	52	21	40%	15	2	13%
07:30	26	9	34%	0	0	0%	44	11	25%	38	11	29%	52	20	38%	15	3	20%
08:00	26	10	38%	0	0	0%	11	12	110%	35	10	29%	19	20	108%	15	3	20%
08:30	26	10	38%	0	0	0%	11	10	92%	35	11	32%	19	20	108%	15	3	20%
09:00	26	11	42%	0	0	0%	11	9	83%	35	11	32%	19	19	102%	15	3	20%
09:30	26	11	42%	0	0	0%	11	11	101%	35	10	29%	19	21	110%	15	6	39%
10:00	26	10	38%	0	0	0%	11	11	101%	35	10	29%	19	22	118%	15	7	46%
10:30	26	9	34%	0	0	0%	11	11	101%	35	11	32%	19	20	108%	15	7	46%
11:00	26	9	34%	0	0	0%	11	10	92%	35	12	34%	19	20	108%	15	8	52%
11:30	26	9	34%	0	0	0%	11	9	83%	35	11	32%	19	20	108%	15	8	52%
12:00	26	9	34%	0	0	0%	11	8	73%	35	11	32%	19	19	102%	15	7	46%
12:30	26	9	34%	0	0	0%	11	10	92%	35	11	32%	19	18	97%	15	6	39%
13:00	26	10	38%	0	0	0%	11	9	83%	35	10	29%	19	17	92%	15	6	39%
13:30	26	10	38%	0	0	0%	11	8	73%	35	14	40%	19	18	97%	15	6	39%
14:00	26	10	38%	0	0	0%	11	7	64%	35	15	43%	19	19	102%	15	6	39%
14:30	26	10	38%	0	0	0%	11	8	73%	35	13	37%	19	16	86%	15	5	33%
15:00	26	11	42%	0	0	0%	11	9	83%	35	12	34%	19	16	86%	15	4	26%
15:30	26	10	38%	0	0	0%	11	9	83%	35	13	37%	19	19	102%	15	5	33%
16:00	26	9	34%	0	0	0%	11	10	92%	35	14	40%	19	20	108%	15	7	46%
16:30	26	8	31%	0	0	0%	11	6	55%	35	11	32%	19	11	59%	15	5	33%
17:00	26	7	27%	0	0	0%	11	5	46%	35	8	23%	19	10	54%	15	3	20%
17:30	26	7	27%	0	0	0%	11	6	55%	35	8	23%	19	11	59%	15	3	20%
18:00	26	6	23%	0	0	0%	44	7	16%	38	8	21%	52	12	23%	15	4	26%
18:30	26	6	23%	0	0	0%	44	7	16%	38	6	16%	52	9	17%	15	3	20%
19:00	26	6	23%	0	0	0%	44	5	11%	38	6	16%	52	12	23%	15	2	13%
19:30	26	8	31%	0	0	0%	44	7	16%	38	14	37%	52	15	29%	15	3	20%
20:00	26	12	46%	0	0	0%	44	7	16%	38	14	37%	52	18	34%	15	5	33%
20:30	26	12	46%	0	0	0%	44	8	18%	38	11	29%	52	16	31%	15	4	26%
21:00	26	10	38%	0	0	0%	44	9	21%	38	10	26%	52	15	29%	15	3	20%
21:30	26	9	34%	0	0	0%	44	9	21%	38	10	26%	52	15	29%	15	3	20%
22:00	26	8	31%	0	0	0%	44	9	21%	38	10	26%	52	15	29%	15	2	13%
22:30	26	8	31%	0	0	0%	44	9	21%	38	11	29%	52	16	31%	15	2	13%

Street	Access Road			Ealing Road			Belvue Close			Access Road			Belvue Road		
	Section 20	Section 20	Section 20	Section 21a	Section 21a	Section 21a	Section 21b	Section 21b	Section 21b	Section 22	Section 22	Section 22	Section 23a	Section 23a	Section 23a
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	17	12	69%	17	8	46%	24	6	25%	24	5	21%	5	1	18%
05:30	17	11	63%	17	8	46%	24	6	25%	24	5	21%	5	1	18%
06:00	17	11	63%	17	8	46%	24	6	25%	24	5	21%	5	1	18%
06:30	17	11	63%	3	8	244%	24	6	25%	24	5	21%	5	2	37%
07:00	17	12	69%	3	13	397%	24	11	46%	24	13	54%	5	2	37%
07:30	17	14	80%	3	14	428%	24	11	46%	24	15	63%	5	2	37%
08:00	17	14	80%	3	15	458%	24	12	50%	24	18	75%	3	3	92%
08:30	17	13	74%	3	14	428%	24	12	50%	24	18	75%	3	3	92%
09:00	17	12	69%	3	14	428%	24	11	46%	24	20	83%	3	4	122%
09:30	17	12	69%	17	14	80%	24	12	50%	24	19	79%	3	3	92%
10:00	17	11	63%	17	12	69%	24	14	58%	24	19	79%	3	3	92%
10:30	17	12	69%	17	12	69%	24	14	58%	24	19	79%	3	3	92%
11:00	17	12	69%	17	13	74%	24	13	54%	24	20	83%	3	4	122%
11:30	17	13	74%	17	13	74%	24	11	46%	24	20	83%	3	4	122%
12:00	17	13	74%	17	14	80%	24	11	46%	24	20	83%	3	4	122%
12:30	17	12	69%	17	14	80%	24	12	50%	24	21	88%	3	5	153%
13:00	17	12	69%	17	15	86%	24	13	54%	24	21	88%	3	5	153%
13:30	17	12	69%	17	17	97%	24	12	50%	24	21	88%	3	5	153%
14:00	17	12	69%	17	18	103%	24	12	50%	24	16	67%	3	4	122%
14:30	17	11	63%	17	18	103%	24	10	42%	24	14	58%	3	3	92%
15:00	17	10	57%	17	17	97%	24	10	42%	24	11	46%	3	3	92%
15:30	17	10	57%	17	16	92%	24	12	50%	24	11	46%	3	4	122%
16:00	17	11	63%	17	15	86%	24	13	54%	24	10	42%	3	5	153%
16:30	17	9	52%	17	15	86%	24	9	38%	24	8	33%	3	4	122%
17:00	17	8	46%	17	14	80%	24	7	29%	24	8	33%	3	4	122%
17:30	17	8	46%	17	11	63%	24	7	29%	24	5	21%	3	2	61%
18:00	17	9	52%	17	11	63%	24	8	33%	24	6	25%	3	2	61%
18:30	17	9	52%	17	8	46%	24	5	21%	24	3	13%	5	2	37%
19:00	17	8	46%	17	9	52%	24	7	29%	24	4	17%	5	3	55%
19:30	17	9	52%	17	11	63%	24	9	38%	24	4	17%	5	3	55%
20:00	17	10	57%	17	12	69%	24	10	42%	24	5	21%	5	2	37%
20:30	17	8	46%	17	10	57%	24	9	38%	24	6	25%	5	3	55%
21:00	17	6	34%	17	10	57%	24	8	33%	24	7	29%	5	4	73%
21:30	17	6	34%	17	11	63%	24	8	33%	24	7	29%	5	3	55%
22:00	17	5	29%	17	11	63%	24	8	33%	24	6	25%	5	3	55%
22:30	17	5	29%	17	12	69%	24	8	33%	24	6	25%	5	3	55%

Street	Sandringham Road			Belvue Road			Sandringham Road			Summit Road		
	Section 23b	Section 23b	Section 23b	Section 23c	Section 23c	Section 23c	Section 24	Section 24	Section 24	Section 25	Section 25	Section 25
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	16	9	55%	37	27	73%	43	14	33%	22	24	110%
05:30	16	9	55%	37	28	75%	43	15	35%	22	25	115%
06:00	16	9	55%	37	28	75%	43	15	35%	22	25	115%
06:30	16	9	55%	37	31	84%	43	15	35%	22	26	119%
07:00	16	9	55%	37	31	84%	43	15	35%	22	26	119%
07:30	16	9	55%	37	32	86%	43	23	54%	22	20	92%
08:00	16	10	61%	37	34	92%	43	28	66%	22	17	78%
08:30	16	10	61%	37	33	89%	43	29	68%	22	17	78%
09:00	16	10	61%	37	31	84%	43	30	71%	22	15	69%
09:30	16	10	61%	37	31	84%	43	30	71%	22	14	64%
10:00	16	9	55%	37	32	86%	43	30	71%	22	14	64%
10:30	16	9	55%	37	31	84%	43	30	71%	22	13	60%
11:00	16	10	61%	37	31	84%	43	31	73%	22	14	64%
11:30	16	9	55%	37	30	81%	43	32	75%	22	14	64%
12:00	16	9	55%	37	29	78%	43	34	80%	22	14	64%
12:30	16	8	49%	37	29	78%	43	31	73%	22	13	60%
13:00	16	7	43%	37	28	75%	43	31	73%	22	11	50%
13:30	16	8	49%	37	34	92%	43	35	82%	22	13	60%
14:00	16	9	55%	37	42	113%	43	42	99%	22	19	87%
14:30	16	9	55%	37	39	105%	43	44	103%	22	18	83%
15:00	16	9	55%	37	36	97%	43	44	103%	22	14	64%
15:30	16	9	55%	37	37	100%	43	45	106%	22	14	64%
16:00	16	8	49%	37	38	102%	43	44	103%	22	15	69%
16:30	16	7	43%	37	34	92%	43	38	89%	22	11	50%
17:00	16	7	43%	37	28	75%	43	34	80%	22	8	37%
17:30	16	6	37%	37	25	67%	43	31	73%	22	8	37%
18:00	16	5	31%	37	25	67%	43	28	66%	22	6	28%
18:30	16	5	31%	37	24	65%	43	25	59%	22	6	28%
19:00	16	6	37%	37	23	62%	43	25	59%	22	6	28%
19:30	16	6	37%	37	22	59%	43	25	59%	22	10	46%
20:00	16	6	37%	37	21	57%	43	27	63%	22	12	55%
20:30	16	7	43%	37	23	62%	43	27	63%	22	12	55%
21:00	16	8	49%	37	24	65%	43	28	66%	22	13	60%
21:30	16	8	49%	37	23	62%	43	26	61%	22	12	55%
22:00	16	7	43%	37	20	54%	43	24	56%	22	9	41%
22:30	16	7	43%	37	21	57%	43	23	54%	22	12	55%

Site Location



Survey Date 05/07/2012

Sheet 11 - Weekday Parking Summary				Survey Date		15/07/2012													
Street	Bridge Water Road			Resident Access Road			Bridge Water Road			Victoria Road			Victoria Road						
	Section 1 Capacity	Section 1 Occupancy	Section 1 % Occupancy	Section 2 Capacity	Section 2 Occupancy	Section 2 % Occupancy	Section 3 Capacity	Section 3 Occupancy	Section 3 % Occupancy	Section 4a Capacity	Section 4a Occupancy	Section 4a % Occupancy	Section 4b Capacity	Section 4b Occupancy	Section 4b % Occupancy				
Time																			
05:00	93	59	64%	40	38	95%	52	37	71%	82	40	49%	50	42	84%				
05:30	93	59	64%	40	38	95%	52	38	73%	82	40	49%	50	42	84%				
06:00	93	59	64%	40	40	100%	52	38	73%	82	41	50%	50	42	84%				
06:30	93	59	64%	40	41	103%	52	38	73%	82	41	50%	50	42	84%				
07:00	93	60	65%	40	42	105%	52	39	74%	82	41	50%	50	43	86%				
07:30	93	56	60%	40	41	103%	52	38	73%	82	34	42%	50	33	66%				
08:00	93	55	59%	40	38	95%	52	37	71%	82	30	37%	27	26	95%				
08:30	93	59	64%	40	37	93%	52	34	65%	82	31	38%	27	28	103%				
09:00	67	67	100%	40	35	88%	52	22	42%	82	32	39%	27	31	114%				
09:30	67	62	93%	40	34	85%	52	25	48%	82	33	40%	27	36	132%				
10:00	67	60	90%	40	32	80%	52	27	52%	82	33	40%	27	40	147%				
10:30	67	59	89%	40	33	83%	52	32	61%	82	33	40%	27	37	136%				
11:00	67	54	81%	40	35	88%	52	33	63%	82	34	42%	27	36	132%				
11:30	67	65	98%	40	32	80%	52	29	55%	82	33	40%	27	35	128%				
12:00	67	73	110%	40	31	78%	52	27	52%	82	31	38%	27	34	121%				
12:30	67	71	107%	40	32	80%	52	26	50%	82	32	39%	27	34	123%				
13:00	67	66	99%	40	33	83%	52	26	50%	82	33	40%	27	32	117%				
13:30	67	66	99%	40	29	73%	52	32	61%	82	34	42%	27	29	106%				
14:00	67	64	96%	40	24	60%	52	32	62%	82	34	42%	27	22	81%				
14:30	67	63	95%	40	20	50%	52	34	65%	82	34	42%	27	21	77%				
15:00	67	52	78%	40	19	48%	52	39	74%	82	36	44%	27	28	103%				
15:30	67	49	74%	40	24	60%	52	39	74%	82	33	40%	27	28	103%				
16:00	67	46	69%	40	28	70%	52	38	73%	82	31	38%	27	30	110%				
16:30	67	48	72%	40	29	73%	52	32	61%	82	31	38%	27	30	110%				
17:00	93	48	52%	40	29	73%	52	32	61%	82	30	37%	27	25	92%				
17:30	93	48	52%	40	28	70%	52	31	59%	82	31	37%	27	22	81%				
18:00	93	48	52%	40	26	65%	52	31	59%	82	29	35%	27	21	77%				
18:30	93	45	49%	40	24	60%	52	29	55%	82	28	34%	50	22	44%				
19:00	93	47	51%	40	23	58%	52	29	55%	82	28	34%	50	21	42%				
19:30	93	48	52%	40	25	63%	52	31	59%	82	29	35%	50	21	42%				
20:00	93	49	53%	40	24	60%	52	34	65%	82	32	39%	50	20	40%				
20:30	93	49	53%	40	23	58%	52	34	65%	82	36	44%	50	19	38%				
21:00	93	49	53%	40	23	58%	52	34	65%	82	36	44%	50	20	40%				
21:30	93	49	53%	40	23	58%	52	36	69%	82	41	50%	50	22	44%				
22:00	93	48	52%	40	24	60%	52	35	67%	82	37	45%	50	22	44%				
22:30	93	47	51%	40	25	63%	52	35	67%	82	38	46%	50	23	46%				

Street	Resident Access Road			Access Road			Access Road			Manningtree Road/Triptree Road/Braintree Road			Access Road		
	Section 5	Section 5	Section 5	Section 6	Section 6	Section 6	Section 7	Section 7	Section 7	Section 8	Section 8	Section 8	Section 9	Section 9	Section 9
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	40	20	50%	16	16	98%	40	32	80%	104	41	40%	40	15	38%
05:30	40	19	48%	16	15	92%	40	31	78%	104	40	39%	40	15	38%
06:00	40	20	50%	16	15	92%	40	32	80%	104	41	40%	40	15	38%
06:30	40	19	48%	16	14	86%	40	32	80%	104	41	40%	40	15	38%
07:00	40	20	50%	16	14	86%	40	31	78%	104	40	39%	40	15	38%
07:30	40	21	53%	16	14	86%	40	29	73%	104	42	41%	40	19	48%
08:00	40	22	55%	16	14	86%	40	26	65%	104	43	41%	40	26	65%
08:30	40	19	48%	16	14	86%	40	26	65%	104	45	43%	40	28	70%
09:00	40	17	43%	16	14	86%	40	27	68%	104	49	47%	39	31	79%
09:30	40	18	45%	16	14	86%	40	27	68%	104	51	49%	39	33	85%
10:00	40	19	48%	16	15	92%	40	26	65%	104	56	54%	39	39	100%
10:30	40	18	45%	16	14	86%	40	25	63%	104	58	56%	39	35	90%
11:00	40	16	40%	16	14	86%	40	24	60%	104	60	58%	39	32	82%
11:30	40	18	45%	16	14	86%	40	23	58%	104	54	52%	39	36	92%
12:00	40	20	50%	16	14	86%	40	22	55%	104	51	49%	39	40	103%
12:30	40	20	50%	16	14	86%	40	22	55%	104	48	46%	39	41	105%
13:00	40	22	55%	16	14	86%	40	24	60%	104	43	41%	39	34	87%
13:30	40	24	60%	16	12	73%	40	23	58%	104	37	36%	39	32	82%
14:00	40	28	70%	16	12	73%	40	21	53%	104	32	31%	39	33	85%
14:30	40	27	68%	16	13	79%	40	22	55%	104	33	32%	39	33	85%
15:00	40	27	68%	16	14	86%	40	22	55%	104	29	28%	39	33	85%
15:30	40	31	78%	16	13	79%	40	20	50%	104	30	29%	39	29	74%
16:00	40	37	93%	16	12	73%	40	18	45%	104	31	30%	39	22	56%
16:30	40	32	80%	16	11	67%	40	17	43%	104	34	33%	39	21	54%
17:00	40	31	78%	16	11	67%	40	15	38%	104	28	27%	40	16	40%
17:30	40	27	68%	16	11	67%	40	15	38%	104	26	25%	40	15	38%
18:00	40	27	68%	16	12	73%	40	15	38%	104	27	26%	40	12	30%
18:30	40	26	65%	16	10	61%	40	15	38%	104	28	27%	40	12	30%
19:00	40	26	65%	16	10	61%	40	14	35%	104	27	26%	40	11	28%
19:30	40	25	63%	16	11	67%	40	14	35%	104	25	24%	40	11	28%
20:00	40	22	55%	16	12	73%	40	14	35%	104	24	23%	40	10	25%
20:30	40	22	55%	16	12	73%	40	14	35%	104	23	22%	40	10	25%
21:00	40	19	48%	16	11	67%	40	14	35%	104	23	22%	40	10	25%
21:30	40	16	40%	16	11	67%	40	14	35%	104	22	21%	40	10	25%
22:00	40	15	38%	16	12	73%	40	14	35%	104	21	20%	40	10	25%
22:30	40	15	38%	16	12	73%	40	14	35%	104	21	20%	40	10	25%

Street	Station Approach			The Runway			Bourne Court			Station Approach			Canfield Drive/Dudley Drive		
	Section 10	Section 10	Section 10	Section 11	Section 11	Section 11	Section 12	Section 12	Section 12	Section 13	Section 13	Section 13	Section 14	Section 14	Section 14
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	41	16	39%	45	8	18%	22	13	60%	60	13	22%	115	10	9%
05:30	41	16	39%	45	7	16%	22	13	60%	60	13	22%	115	9	8%
06:00	41	16	39%	45	9	20%	22	14	64%	60	13	22%	115	9	8%
06:30	41	16	39%	45	9	20%	22	14	64%	60	13	22%	115	9	8%
07:00	41	15	36%	45	10	22%	22	13	60%	60	13	22%	115	8	7%
07:30	41	15	36%	45	11	24%	22	13	60%	60	15	25%	115	9	8%
08:00	41	15	36%	45	11	24%	22	12	55%	60	16	27%	115	10	9%
08:30	41	15	36%	45	14	31%	22	12	55%	60	20	33%	115	11	10%
09:00	19	14	75%	32	15	47%	22	12	55%	29	22	75%	81	11	14%
09:30	19	15	81%	32	19	59%	22	13	60%	29	24	81%	81	12	15%
10:00	19	16	86%	32	22	69%	22	14	64%	29	25	85%	81	10	12%
10:30	19	17	92%	32	25	78%	22	14	64%	29	24	81%	81	12	15%
11:00	19	20	108%	32	32	100%	22	14	64%	29	23	78%	81	9	11%
11:30	19	17	92%	32	24	75%	22	11	50%	29	25	85%	81	8	10%
12:00	19	15	81%	32	22	69%	22	10	46%	29	27	92%	81	8	10%
12:30	19	13	70%	32	20	63%	22	12	55%	29	27	92%	81	8	10%
13:00	19	12	65%	32	21	66%	22	13	60%	29	28	95%	81	9	11%
13:30	19	11	59%	32	24	75%	22	15	69%	29	25	85%	81	12	15%
14:00	19	10	54%	32	32	100%	22	16	73%	29	22	75%	81	13	16%
14:30	19	11	59%	32	33	103%	22	16	73%	29	23	78%	81	13	16%
15:00	19	10	54%	32	32	100%	22	17	78%	29	22	75%	81	12	15%
15:30	19	10	54%	32	37	116%	22	18	83%	29	19	65%	81	12	15%
16:00	19	10	54%	32	38	119%	22	18	83%	29	17	58%	81	11	14%
16:30	19	10	54%	32	33	103%	22	18	83%	29	18	61%	81	11	14%
17:00	41	8	19%	45	40	89%	22	18	83%	60	17	28%	115	14	12%
17:30	41	7	17%	45	41	91%	22	18	83%	60	14	23%	115	15	13%
18:00	41	9	22%	45	42	93%	22	18	83%	60	12	20%	115	13	11%
18:30	41	8	19%	45	39	87%	22	18	83%	60	12	20%	115	13	11%
19:00	41	7	17%	45	29	64%	22	17	78%	60	13	22%	115	9	8%
19:30	41	8	19%	45	28	62%	22	16	73%	60	17	28%	115	12	10%
20:00	41	10	24%	45	29	64%	22	15	69%	60	18	30%	115	17	15%
20:30	41	10	24%	45	15	33%	22	15	69%	60	17	28%	115	17	15%
21:00	41	10	24%	45	16	36%	22	18	83%	60	15	25%	115	17	15%
21:30	41	11	27%	45	17	38%	22	18	83%	60	16	27%	115	15	13%
22:00	41	11	27%	45	17	38%	22	18	83%	60	16	27%	115	15	13%
22:30	41	11	27%	45	16	36%	22	17	78%	60	16	27%	115	15	13%

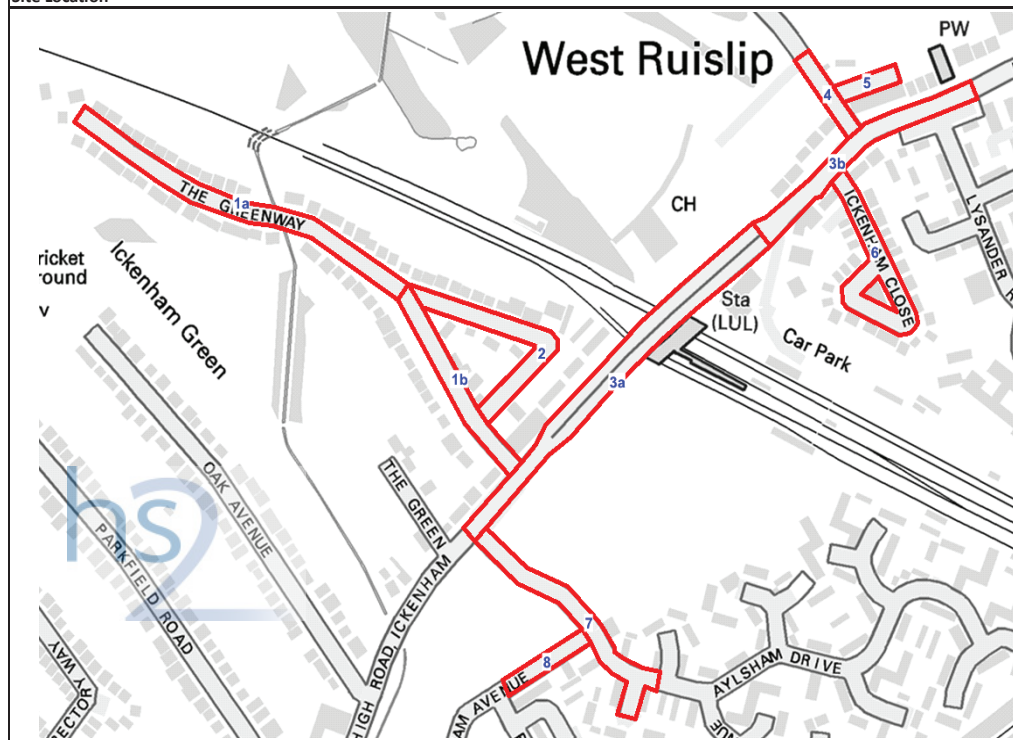
Street	Odyssey Business Park			Odyssey Business Park			Trenchard Avenue			Odyssey Business Park			West End Road/Odyssey Business Park			Portal Close		
Time	Section 15	Section 15	Section 15	Section 16	Section 16	Section 16	Section 17	Section 17	Section 17	Section 18	Section 18	Section 18	Section 19	Section 19	Section 19	Section 20	Section 20	Section 20
	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	120	11	9%	131	18	14%	169	10	6%	60	0	0%	40	16	40%	109	24	22%
05:30	120	10	8%	131	18	14%	169	10	6%	60	0	0%	40	16	40%	109	24	22%
06:00	120	11	9%	131	19	15%	169	10	6%	60	0	0%	40	16	40%	109	23	21%
06:30	120	11	9%	131	19	15%	169	10	6%	60	0	0%	40	16	40%	109	23	21%
07:00	120	12	10%	131	19	15%	169	9	5%	60	0	0%	40	17	43%	109	22	20%
07:30	120	12	10%	131	18	14%	169	9	5%	60	0	0%	40	20	50%	109	23	21%
08:00	120	12	10%	131	15	11%	169	5	3%	60	0	0%	40	21	53%	109	20	18%
08:30	120	17	14%	131	17	13%	169	5	3%	60	1	2%	40	21	53%	109	20	18%
09:00	120	18	15%	131	17	13%	169	5	3%	60	1	2%	40	22	55%	109	21	19%
09:30	120	18	15%	131	14	11%	169	5	3%	60	1	2%	40	22	55%	109	21	19%
10:00	120	19	16%	131	15	11%	169	4	2%	60	1	2%	40	23	58%	109	21	19%
10:30	120	19	16%	131	14	11%	169	6	4%	60	0	0%	40	22	55%	109	21	19%
11:00	120	18	15%	131	15	11%	169	6	4%	60	0	0%	40	20	50%	109	22	20%
11:30	120	17	14%	131	15	11%	169	4	2%	60	0	0%	40	22	55%	109	21	19%
12:00	120	17	14%	131	16	12%	169	3	2%	60	0	0%	40	22	55%	109	20	18%
12:30	120	15	13%	131	13	10%	169	3	2%	60	0	0%	40	21	53%	109	18	17%
13:00	120	14	12%	131	12	9%	169	4	2%	60	0	0%	40	21	53%	109	17	16%
13:30	120	11	9%	131	15	11%	169	6	4%	60	0	0%	40	21	53%	109	17	16%
14:00	120	12	10%	131	20	15%	169	9	5%	60	0	0%	40	22	55%	109	17	16%
14:30	120	12	10%	131	23	18%	169	9	5%	60	0	0%	40	24	60%	109	15	14%
15:00	120	12	10%	131	24	18%	169	8	5%	60	0	0%	40	13	33%	109	18	17%
15:30	120	12	10%	131	26	20%	169	13	8%	60	0	0%	40	21	53%	109	18	17%
16:00	120	12	10%	131	26	20%	169	16	9%	60	0	0%	40	28	70%	109	17	16%
16:30	120	11	9%	131	26	20%	169	17	10%	60	0	0%	40	25	63%	109	17	16%
17:00	120	7	6%	131	26	20%	169	13	8%	60	0	0%	40	28	70%	109	18	17%
17:30	120	6	5%	131	26	20%	169	14	8%	60	1	2%	40	30	75%	109	20	18%
18:00	120	5	4%	131	26	20%	169	19	11%	60	1	2%	40	30	75%	109	19	17%
18:30	120	5	4%	131	27	21%	169	18	11%	60	1	2%	40	27	68%	109	21	19%
19:00	120	4	3%	131	28	21%	169	17	10%	60	1	2%	40	23	58%	109	20	18%
19:30	120	4	3%	131	28	21%	169	16	9%	60	0	0%	40	27	68%	109	18	17%
20:00	120	4	3%	131	29	22%	169	15	9%	60	0	0%	40	31	78%	109	17	16%
20:30	120	4	3%	131	30	23%	169	15	9%	60	0	0%	40	31	78%	109	17	16%
21:00	120	4	3%	131	25	19%	169	17	10%	60	0	0%	40	31	78%	109	19	17%
21:30	120	4	3%	131	20	15%	169	18	11%	60	0	0%	40	32	80%	109	18	17%
22:00	120	4	3%	131	21	16%	169	17	10%	60	0	0%	40	31	78%	109	18	17%
22:30	120	4	3%	131	20	15%	169	18	11%	60	0	0%	40	32	80%	109	19	17%

Appendix G.10 – Parking Summary Sheet 12

Parking Survey Plan

Sheet 12

Site Location



Sheet 12 - Weekday Parking Summary

Survey Date 05/07/2012

Street	The Green Way			The Green Way			The Green Way			High Road Ickenham			Ickenham Road		
	Section 1a	Section 1a	Section 1a	Section 1b	Section 1b	Section 1b	Section 2	Section 2	Section 2	Section 3a	Section 3a	Section 3a	Section 3b	Section 3b	Section 3b
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	77	2	3%	28	5	18%	52	18	34%	10	3	31%	36	0	0%
05:30	77	2	3%	28	5	18%	52	17	32%	10	3	31%	36	0	0%
06:00	77	3	4%	28	4	14%	52	16	31%	10	3	31%	36	1	3%
06:30	77	2	3%	28	6	21%	52	17	32%	10	2	20%	36	1	3%
07:00	77	2	3%	28	6	21%	52	18	34%	10	1	10%	32	1	3%
07:30	77	4	5%	28	7	25%	52	27	52%	10	3	31%	32	1	3%
08:00	77	4	5%	28	5	18%	52	28	53%	10	3	31%	8	4	52%
08:30	77	4	5%	28	5	18%	52	28	53%	10	4	41%	8	2	26%
09:00	77	4	5%	28	5	18%	52	28	53%	10	5	51%	8	4	52%
09:30	77	5	6%	28	6	21%	52	26	50%	10	3	31%	36	4	11%
10:00	0	2	100%	0	7	100%	31	27	88%	10	4	41%	36	4	11%
10:30	0	2	100%	0	8	100%	31	27	88%	10	5	51%	36	4	11%
11:00	77	2	3%	28	9	32%	52	27	52%	10	6	61%	36	3	8%
11:30	77	4	5%	28	9	32%	52	25	48%	10	4	41%	36	5	14%
12:00	77	4	5%	28	10	35%	52	25	48%	10	4	41%	36	5	14%
12:30	77	3	4%	28	15	53%	52	27	52%	10	6	61%	36	5	14%
13:00	77	3	4%	28	15	53%	52	27	52%	10	6	61%	36	5	14%
13:30	77	3	4%	28	14	49%	52	27	52%	10	7	71%	36	5	14%
14:00	77	5	6%	28	16	56%	52	30	57%	10	5	51%	36	7	19%
14:30	77	8	10%	28	17	60%	52	32	61%	10	4	41%	36	6	17%
15:00	77	8	10%	28	18	63%	52	35	67%	10	5	51%	32	6	19%
15:30	77	7	9%	28	13	46%	52	31	59%	10	7	71%	32	5	16%
16:00	77	8	10%	28	14	49%	52	31	59%	10	4	41%	32	1	3%
16:30	77	6	8%	28	16	56%	52	28	53%	10	5	51%	8	3	39%
17:00	77	6	8%	28	15	53%	52	27	52%	10	4	41%	8	1	13%
17:30	77	8	10%	28	15	53%	52	28	53%	10	5	51%	8	2	26%
18:00	77	9	12%	28	14	49%	52	28	53%	10	8	81%	8	2	26%
18:30	77	4	5%	28	12	42%	52	24	46%	10	7	71%	36	1	3%
19:00	77	5	6%	28	15	53%	52	23	44%	10	13	132%	36	1	3%
19:30	77	4	5%	28	17	60%	52	23	44%	10	4	41%	36	9	25%
20:00	77	4	5%	28	16	56%	52	23	44%	10	10	102%	36	7	19%
20:30	77	5	6%	28	17	60%	52	21	40%	10	9	92%	36	3	8%
21:00	77	5	6%	28	17	60%	52	22	42%	10	7	71%	36	3	8%
21:30	77	5	6%	28	10	35%	52	18	34%	10	7	71%	36	2	6%
22:00	77	5	6%	28	8	28%	52	18	34%	10	6	61%	36	1	3%
22:30	77	5	6%	28	10	35%	52	18	34%	10	6	61%	36	0	0%

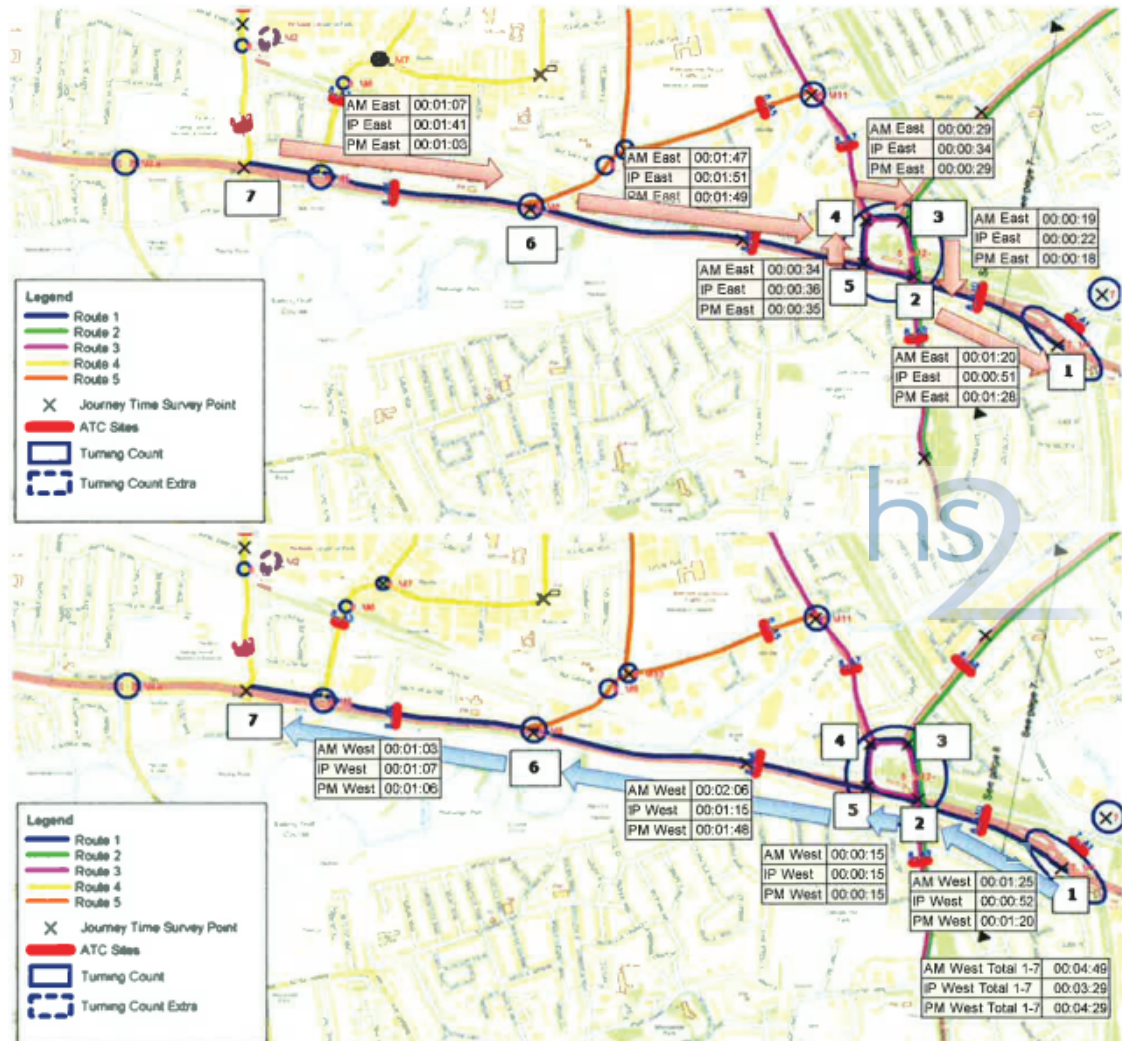
Street	Hill Lane			Harwell Close			Ickenham Close			Aylsham Drive			Heacham Avenue		
	Section 4	Section 4	Section 4	Section 5	Section 5	Section 5	Section 6	Section 6	Section 6	Section 7	Section 7	Section 7	Section 8	Section 8	Section 8
Time	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy	Capacity	Occupancy	% Occupancy
05:00	0	0	0%	10	0	0%	49	0	0%	4	0	0%	0	0	0%
05:30	0	0	0%	10	0	0%	49	0	0%	4	0	0%	0	0	0%
06:00	0	0	0%	10	0	0%	49	0	0%	4	0	0%	0	0	0%
06:30	0	0	0%	10	0	0%	49	0	0%	4	1	25%	0	0	0%
07:00	0	0	0%	10	0	0%	49	0	0%	4	1	25%	0	0	0%
07:30	0	0	0%	10	0	0%	49	0	0%	4	1	25%	0	0	0%
08:00	0	0	0%	10	0	0%	49	0	0%	4	1	25%	0	0	0%
08:30	0	0	0%	10	0	0%	49	0	0%	4	3	75%	0	1	100%
09:00	0	0	0%	10	0	0%	49	0	0%	4	3	75%	0	1	100%
09:30	0	0	0%	10	0	0%	49	0	0%	4	2	50%	0	0	0%
10:00	0	0	0%	10	0	0%	49	0	0%	4	1	25%	0	0	0%
10:30	0	0	0%	10	0	0%	49	0	0%	4	1	25%	0	0	0%
11:00	0	0	0%	0	0	0%	49	0	0%	4	1	25%	0	0	0%
11:30	0	0	0%	0	0	0%	49	0	0%	4	1	25%	0	0	0%
12:00	0	0	0%	10	0	0%	49	0	0%	4	1	25%	0	0	0%
12:30	0	0	0%	10	0	0%	49	0	0%	4	1	25%	0	0	0%
13:00	0	0	0%	10	0	0%	49	0	0%	4	1	25%	0	0	0%
13:30	0	0	0%	10	0	0%	49	0	0%	4	0	0%	0	0	0%
14:00	0	0	0%	10	2	20%	49	1	2%	4	0	0%	0	0	0%
14:30	0	0	0%	10	2	20%	49	1	2%	4	0	0%	0	0	0%
15:00	0	0	0%	10	3	31%	49	3	6%	4	0	0%	0	0	0%
15:30	0	0	0%	10	3	31%	49	1	2%	4	1	25%	0	0	0%
16:00	0	0	0%	10	2	20%	49	1	2%	4	2	50%	0	0	0%
16:30	0	1	100%	10	2	20%	49	0	0%	4	0	0%	0	0	0%
17:00	0	1	100%	10	1	10%	49	1	2%	4	0	0%	0	0	0%
17:30	0	0	0%	10	1	10%	49	2	4%	4	0	0%	0	0	0%
18:00	0	0	0%	10	0	0%	49	1	2%	4	0	0%	0	0	0%
18:30	0	0	0%	10	0	0%	49	1	2%	4	0	0%	0	0	0%
19:00	0	0	0%	10	0	0%	49	2	4%	4	0	0%	0	0	0%
19:30	0	0	0%	10	0	0%	49	1	2%	4	3	75%	0	0	0%
20:00	0	0	0%	10	0	0%	49	1	2%	4	3	75%	0	0	0%
20:30	0	0	0%	10	0	0%	49	1	2%	4	2	50%	0	0	0%
21:00	0	0	0%	10	0	0%	49	1	2%	4	2	50%	0	0	0%
21:30	0	0	0%	10	0	0%	49	1	2%	4	1	25%	0	0	0%
22:00	0	0	0%	10	0	0%	49	1	2%	4	1	25%	0	0	0%
22:30	0	0	0%	10	0	0%	49	1	2%	4	1	25%	0	0	0%

Appendix H – Journey Time Summary Sheets

Location 1a



Location 1b

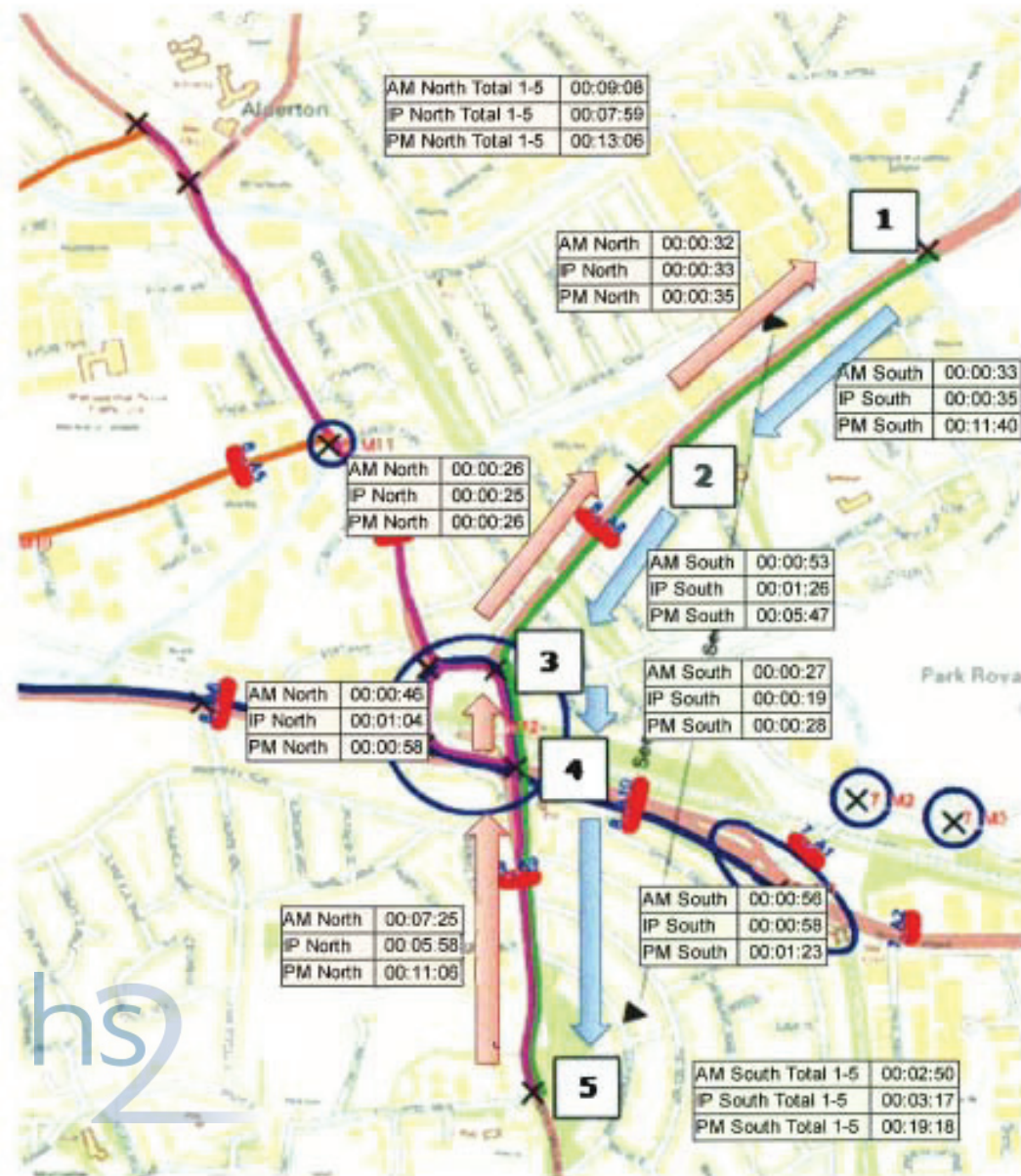


Location 2a



Journey Time Survey_Summary

Location 2b



JOURNEY TIME SURVEY AVERAGES

Journey	1-2	2-3	3-4	4-5	2-5	4-6	5-6	5-7	6-7	7-8	8-9	Total	Time (Hour)
Route 1a AM Peak Av E	00:03:42	00:02:23	00:00:43	00:02:06								00:08:55	7-9
Route 1a AM Peak Av W	00:02:47	00:01:53	00:00:47	00:03:04								00:08:31	7-9
Route 1a Inter Peak Av E	00:02:39	00:01:36	00:00:34	00:02:19								00:07:08	11-13
Route 1a Inter Peak Av W	00:02:45	00:01:50	00:00:37	00:02:50								00:08:02	11-13
Route 1a PM Peak Av E	00:02:24	00:02:27	00:00:49	00:02:37								00:08:17	16-18
Route 1a PM Peak Av W	00:08:11	00:01:54	00:00:40	00:03:22								00:14:06	16-18
Route 1a Sat Peak Av E	00:01:47	00:01:56	00:00:21	00:02:26								00:06:31	10-13
Route 1a Sat Peak Av W	00:03:07	00:01:40	00:00:56	00:02:04								00:07:47	10-13
Route 1b AM Peak Av E	00:01:20	00:00:19	00:00:29	00:00:34	00:00:00		00:01:47		00:01:07			00:05:36	7-9
Route 1b AM Peak Av W	00:01:25	00:00:00	00:00:00	00:00:00	00:00:15		00:02:06		00:01:03			00:04:49	7-9
Route 1b Inter Peak Av E	00:00:51	00:00:22	00:00:34	00:00:36	00:00:00		00:01:51		00:01:41			00:05:54	11-13
Route 1b Inter Peak Av W	00:00:52	00:00:00	00:00:00	00:00:00	00:00:15		00:01:15		00:01:07			00:03:29	11-13
Route 1b PM Peak Av E	00:01:28	00:00:18	00:00:29	00:00:35	00:00:00		00:01:49		00:01:03			00:05:42	15-18
Route 1b PM Peak Av W	00:01:20	00:00:00	00:00:00	00:00:00	00:00:15		00:01:48		00:01:06			00:04:29	15-18
Route 1b Sat Peak Av E	00:00:47	00:00:17	00:00:30	00:00:32	00:00:00		00:01:33		00:01:05			00:04:44	10-13
Route 1b Sat Peak Av W	00:01:59	00:00:00	00:00:00	00:00:00	00:00:16		00:01:54		00:00:52			00:05:00	10-13
Route 2a AM Peak Av N	00:00:46	00:00:58	00:01:51	00:02:11			00:04:16		00:02:50	00:00:16	00:00:17	00:13:25	7-9
Route 2a AM Peak Av S	00:00:41	00:00:48	00:01:24	00:01:30			00:03:38		00:01:53	00:01:20	00:00:43	00:11:56	7-9
Route 2a Inter Peak Av N	00:00:34	00:00:49	00:01:38	00:02:04			00:01:24		00:02:31	00:00:23	00:00:16	00:09:39	11-13
Route 2a Inter Peak Av S	00:00:33	00:00:45	00:01:29	00:02:01			00:04:15		00:01:13	00:00:23	00:00:35	00:11:14	11-13
Route 2a PM Peak Av N	00:00:42	00:00:46	00:02:10	00:02:26			00:04:39		00:02:38	00:00:17	00:00:14	00:13:53	16-18
Route 2a PM Peak Av S	00:00:41	00:00:45	00:01:32	00:01:28			00:04:01		00:01:48	00:01:23	00:00:45	00:12:22	16-18
Route 2a Sat Peak Av N	00:00:29	00:00:47	00:01:28	00:01:08			00:01:30		00:01:27	00:00:20	00:00:16	00:07:24	12-13
Route 2a Sat Peak Av S	00:00:35	00:00:55	00:01:24	00:01:18			00:01:38		00:01:22	00:00:16	00:00:16	00:07:43	12-13
Route 2b AM Peak Av S	00:00:33	00:00:53	00:00:27	00:00:56								00:02:50	8-9
Route 2b AM Peak Av N	00:00:32	00:00:26	00:00:46	00:07:25								00:09:08	8-9
Route 2b Inter Peak Av S	00:00:35	00:01:26	00:00:19	00:00:58								00:03:17	11-12
Route 2b Inter Peak Av N	00:00:33	00:00:25	00:01:04	00:05:58								00:07:59	11-12
Route 2b PM Peak Av S	00:11:40	00:05:47	00:00:28	00:01:23								00:19:18	15-18
Route 2b PM Peak Av N	00:00:35	00:00:26	00:00:58	00:11:06								00:13:06	15-18
Route 2b Sat Peak Av S	00:00:37	00:00:52	00:00:24	00:01:05								00:02:59	10-10
Route 2b Sat Peak Av N	00:00:32	00:00:23	00:00:38	00:01:38								00:03:13	10-10
Route 3a AM Peak Av N	00:01:04	00:01:05	00:01:15	00:00:51			00:00:43		00:00:28	00:01:00	00:01:24	00:07:50	8-10
Route 3a AM Peak Av S	00:01:25	00:01:26	00:00:49	00:00:35			00:00:47		00:00:31	00:01:11	00:01:14	00:07:59	8-10
Route 3a Inter Peak Av N	00:01:13	00:01:13	00:01:01	00:01:02			00:00:41		00:00:29	00:00:49	00:01:18	00:07:47	11-13
Route 3a Inter Peak Av S	00:01:27	00:01:19	00:00:40	00:00:42			00:00:41		00:00:26	00:01:12	00:01:34	00:08:01	11-13
Route 3a PM Peak Av N	00:01:21	00:01:04	00:01:12	00:01:00			00:00:42		00:00:25	00:00:55	00:01:19	00:07:58	17-19
Route 3a PM Peak Av S	00:01:29	00:01:17	00:00:43	00:00:43			00:00:40		00:00:27	00:01:07	00:01:33	00:07:59	17-19
Route 3a Sat Peak Av N	00:01:06	00:01:31	05:01:59	05:01:45			09:38:31		09:38:40	00:01:00	00:01:16	05:25:49	9-10
Route 3a Sat Peak Av S	00:01:40	00:02:04	00:02:04	00:00:36			00:00:34		00:01:07	00:01:26	00:01:22	00:10:52	9-10
Route 3b AM Peak Av S	00:00:58	00:04:47	00:03:38	00:00:48		00:00:00		00:00:29	00:00:00	00:00:59		00:11:38	7-8
Route 3b AM Peak Av N	00:00:19	00:01:24	00:01:04	00:00:00		00:00:14		00:00:00	00:00:14	00:07:46		00:11:01	7-8
Route 3b Inter Peak Av S	00:00:43	00:03:33	00:02:53	00:00:49		00:00:00		00:00:22	00:00:00	00:01:05		00:09:25	11-12
Route 3b Inter Peak Av N	00:00:30	00:01:46	00:00:59	00:00:00		00:00:13		00:00:00	00:00:23	00:08:11		00:12:03	11-12
Route 3b PM Peak Av S	00:00:59	00:03:46	00:02:52	00:00:38		00:00:00		00:00:18	00:00:00	00:00:49		00:09:22	17-19
Route 3b PM Peak Av N	00:00:29	00:03:21	00:02:06	00:00:00		00:00:13		00:00:00	00:00:16	00:01:36		00:08:02	17-19
Route 3b Sat Peak Av S	00:00:59	00:03:46	00:02:52	00:00:38		00:00:00		00:00:18	00:00:00	00:00:49		00:09:22	10-12
Route 3b Sat Peak Av N	00:00:29	00:03:21	00:02:06	00:00:00		00:00:13		00:00:00	00:00:16	00:01:36		00:08:02	10-12
Route 4a AM Peak Av N	00:02:11	00:05:01	00:02:26	00:00:50								00:10:28	8-9
Route 4a AM Peak Av S	00:01:02	00:04:07	00:02:22	00:00:25								00:07:55	8-9
Route 4a Inter Peak Av N	00:02:11	00:05:01	00:02:28	00:00:49								00:10:30	12-13
Route 4a Inter Peak Av S	00:00:49	00:04:06	00:02:19	00:00:29								00:07:44	12-13
Route 4a PM Peak Av N	00:02:26	00:05:56	00:02:09	00:00:32								00:11:04	16-19
Route 4a PM Peak Av S	00:00:28	00:29:43	00:00:43	00:00:29								00:31:24	16-19
Route 4a Sat Peak Av N	00:02:38	00:03:46	00:02:22	00:00:18								00:09:04	10-12
Route 4a Sat Peak Av S	00:00:33	00:12:52	00:01:38	00:00:16								00:15:18	10-12
Route 4b AM Peak Av W	00:00:29	00:00:00	00:00:00	00:00:00	00:01:04		00:01:20		00:00:37	00:01:31		00:05:02	7-8
Route 4b AM Peak Av E	00:00:34	00:00:55	00:00:53	00:00:46	00:00:00		00:01:22		00:00:35	00:00:52		00:05:56	7-8
Route 4b Inter Peak Av W	00:00:28	00:00:00	00:00:00	00:00:00	00:01:05		00:01:23		00:00:37	00:00:48		00:04:20	11-12
Route 4b Inter Peak Av E	00:00:41	00:00:45	00:01:04	00:00:52	00:00:00		00:01:29		00:00:37	00:00:43		00:06:10	11-12
Route 4b PM Peak Av W	00:00:37	00:00:00	00:00:00	00:00:00	00:01:21		00:01:26		00:00:46	00:00:55		00:05:05	16-17
Route 4b PM Peak Av E	00:00:53	00:00:55	00:01:33	00:00:51	00:00:00		00:01:47		00:00:32	00:00:50		00:07:22	16-17
Route 4b PM Peak Av W	00:00:25	00:00:00	00:00:00	00:00:00	00:01:03		00:01:23		00:00:47	00:00:53		00:04:30	10-12
Route 4b PM Peak Av E	00:00:37	00:01:13	00:01:01	00:00:46	00:00:00		00:01:24		00:00:32	00:01:23		00:06:56	10-12
Route 5a AM Peak Av N	00:00:51	00:01:39	00:02:30									00:05:00	6-8
Route 5a AM Peak Av S	00:00:48	00:06:10	00:02:33									00:09:30	6-8
Route 5a Inter Peak Av N	00:00:58	00:01:39	00:02:23									00:04:59	11-12
Route 5a Inter Peak Av S	00:00:44	00:06:03	00:02:37									00:09:24	11-12
Route 5a PM Peak Av N	00:01:04	00:01:28	00:02:26									00:04:58	17-18
Route 5a PM Peak Av S	00:00:44	00:06:07	00:02:37									00:09:28	17-18
Route 5a Sat Peak Av N	00:01:26	00:01:34	00:01:15									00:04:15	12-13
Route 5a Sat Peak Av S	00:01:28	00:02:21	00:03:17									00:07:06	12-13
Route 5b AM Peak Av N	00:00:43	00:02:47	00:02:23	00:00:34								00:06:27	9-10
Route 5b AM Peak Av S	00:00:31	00:02:55	00:01:11	00:00:32								00:05:09	9-10
Route 5b Inter Peak Av N	00:00:41	00:02:47	00:02:23	00:00:34								00:06:24	11-13
Route 5b Inter Peak Av S	00:00:31	00:02:55	00:01:11	00:00:32								00:05:09	11-13
Route 5b PM Peak Av N	00:00:43	00:04:59	00:07:55	00:00:50								00:14:27	15-17
Route 5b PM Peak Av S	00:00:27	00:05:47	00:02:09	00:00:55								00:09:18	15-17
Route 5b Sat Peak Av N	00:00:41	00:02:27	00:01:07	00:00:35								00:04:50	12-13
Route 5b Sat Peak Av S	00:00:30	00:02:02	00:01:04	00:00:37								00:04:12	12-13
Route 6 AM Peak Av S	00:01:28	00:08:17										00:09:45	7-10
Route 6 AM Peak Av N	00:02:30	00:01:12										00:03:42	7-10
Route 6 Inter Peak Av S	00:01:46	00:06:50										00:08:36	11-12
Route 6 Inter Peak Av N	00:02:02	00:01:32										00:03:34	11-12
Route 6 PM Peak Av S	00:01:32	00:13:43										00:15:15	16-18
Route 6 PM Peak Av N	00:01:39	00:01:28										00:03:07	16-18
Route 6 Sat Peak Av S	00:01:26	00:03:31										00:04:56	10-10
Route 6 Sat Peak Av N	00:01:40	00:00:59										00:02:38	10-10

Journey Time Survey Average Speeds

Route ID	Time Period	Average Speed Road (km/h)	Average Speed Linear (km/h)
1a	AM	34	31
1a	IP	39	35
1a	PM	28	26
1b	AM	39	32
1b	IP	46	37
1b	PM	40	32
2a	AM	17	13
2a	IP	21	15
2a	PM	16	12
2b	AM	26	24
2b	IP	25	22
2b	PM	8	7
3a	AM	31	29
3a	IP	32	29
3a	PM	31	29
3b	AM	15	11
3b	IP	15	12
3b	PM	19	14
4a	AM	19	17
4a	IP	19	17
4a	PM	10	10
4b	AM	36	19
4b	IP	39	21
4b	PM	35	18
5a	AM	19	19
5a	IP	19	19
5a	PM	19	19
5b	AM	21	13
5b	IP	21	13
5b	PM	11	7
6	AM	22	13
6	IP	24	14
6	PM	24	14

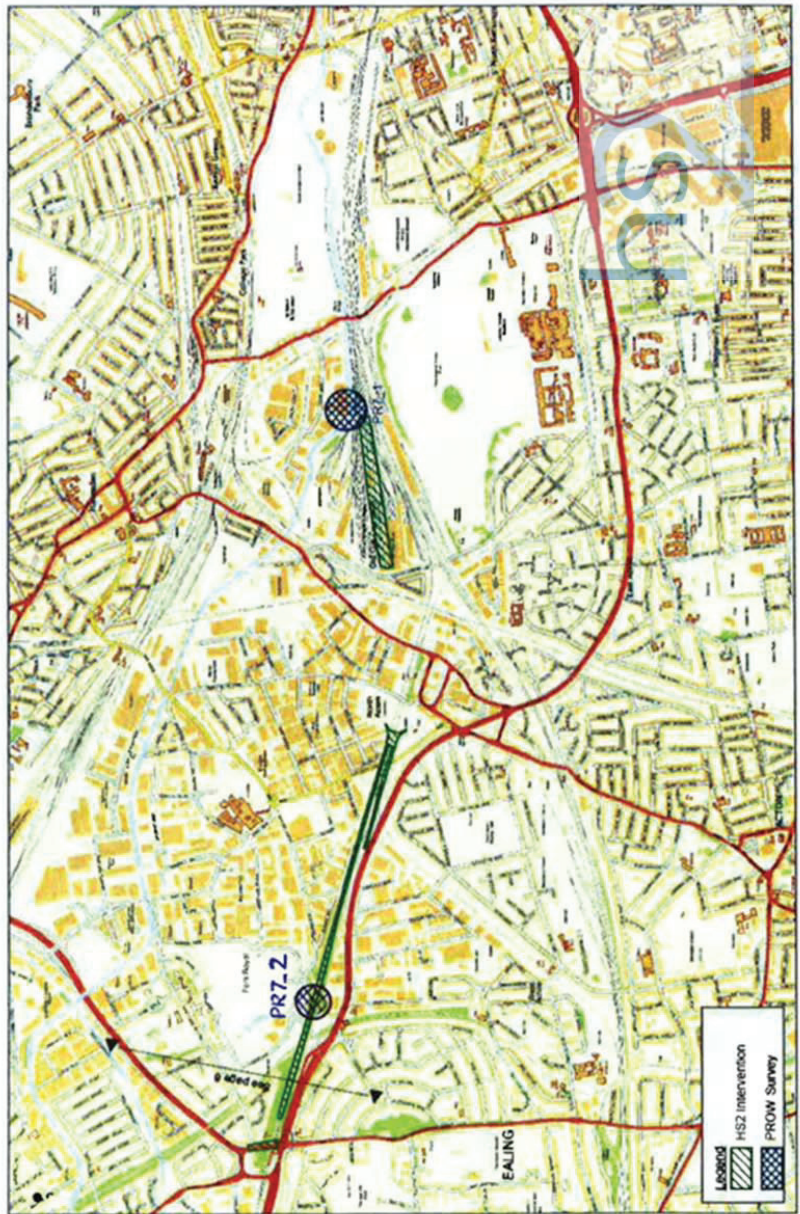
Note

Average Speed Road: Takes into account actual course of the road

Average Speed Linear: Distance from section 1 to the last section as the crow flies

Appendix I – PROW Survey Maps

Revised PROWS Location Plans_ London Metropolitan Area



Revised PROWS Location Plans_ London Metropolitan Area



Appendix J – PROW Survey Schedule

PROWS Surveys London Met Area

PROWS Schedule

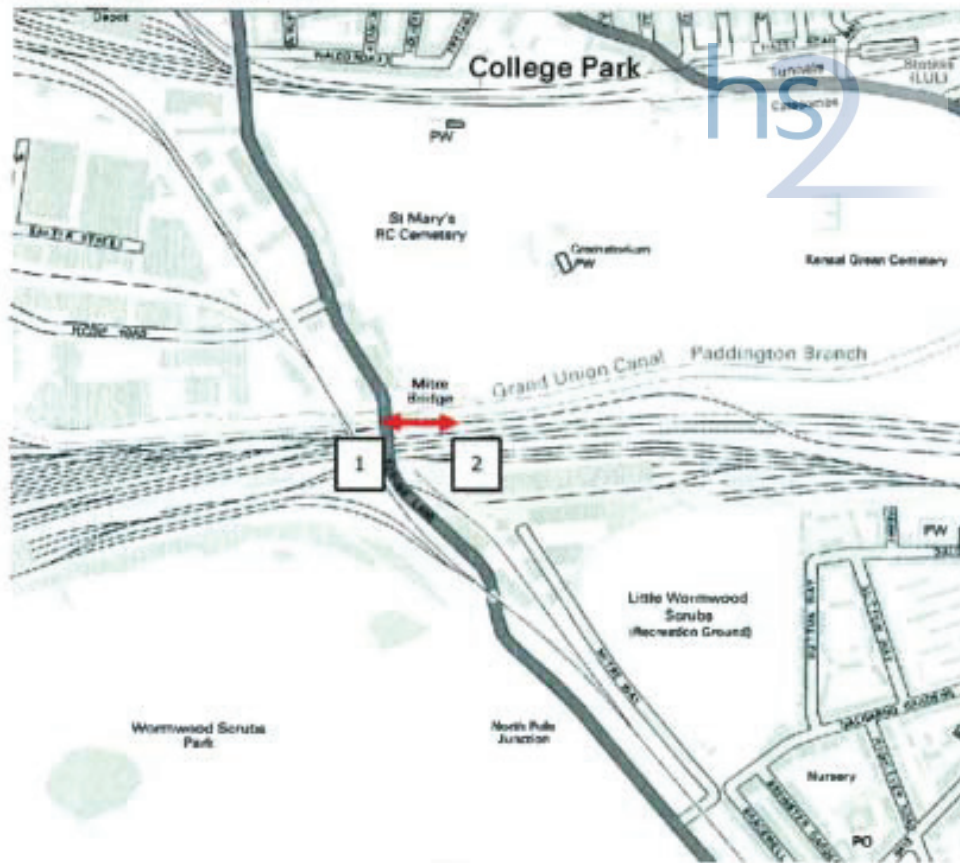
Item no.	Survey Location Description	Grid Reference (GIS co-ordinates)		Recreational surveys (please indicate with an "x" otherwise leave blank)	Non-recreational surveys (please indicate with an "x" otherwise leave blank)
		Eastings	Northings	Sunday	Tue - Thurs
1	7_1	522123.87,	182267.39	x	
2	7_2			x	
3	8_1.1 (Subway S1)	518461.30,	182694.94	x	x
	8_1.2 - 1.8	518461.30,	182694.94		x
	8_2	517811.01,	182791.01		
4	8_2a	518,127.40,	182,735.24	x	
	8_3	517278.94,	182970.88		
5	8_4	517008.27,	183071.98	x	
6	9_1	514060.27,	184207.15	x	
7	10_1	513625.04,	184374.00	x	
8	12_1	508480.15,	187054.18	x	
	12_2	507825.06,	187035.77		
9	12_2a	507,993.08,	186,974.30	x	
10	12_3	507354.12,	187164.68	x	
11	12_4	507,491.72,	187,277.06	x	
12	12_5	507,217.14	187,244.83	x	
13	1. Greenford station - Footway turning movement outside station entrance	514,792.87	183,892.00	x	x
14	2. Queen's Park station - turning movement outside station entrance	524,632.05	183,226.56	x	x
15	3. Northolt Station - turning movement outside station entrance	513,245.32	184,502.90	x	x
16	4. South Hampstead station - Footway turning movement outside station entrance	526,373.65	184,016.45	x	x
17	5. Perivale station - Footway turning movement outside station entrance	516,384.62	183,290.55		x
18	6. Camden Road station - turning movement outside station entrance	529,134.25	184,176.88	x	x

The recreational surveys to be undertaken on a Sunday

The non-recreational surveys to be undertaken on Sunday and a Weekday

Appendix K – PROWS Pedestrian Counts Summary

Site: 7_1
 Location: Mitre Bridge (Tow Path)
 Date of Survey: 19/08/2012

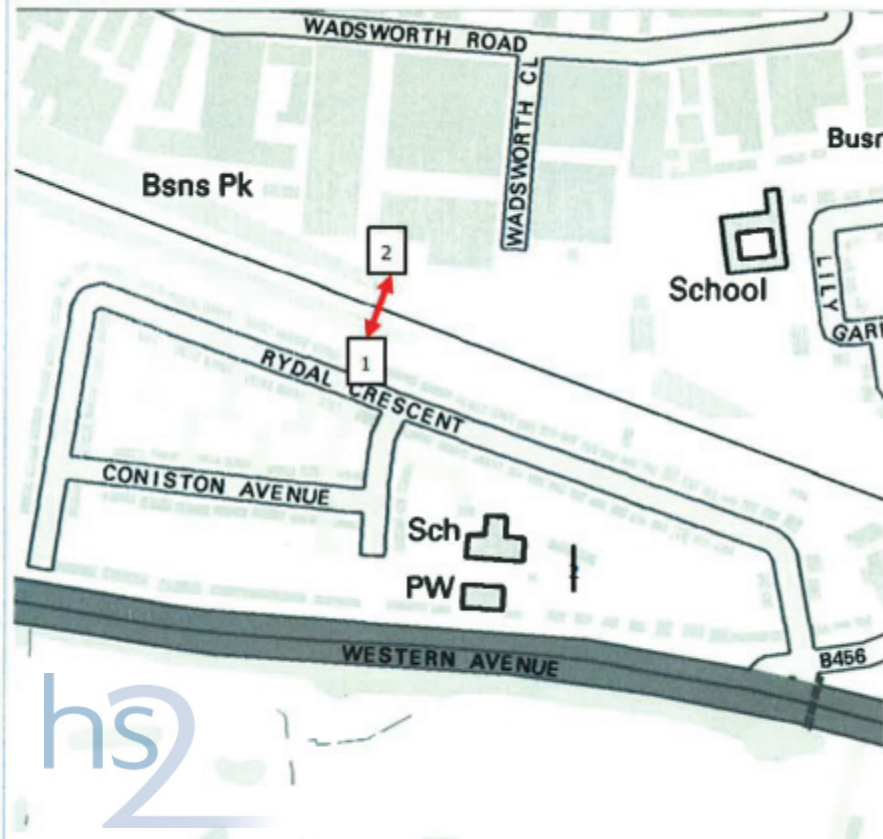


Movement	1		2	
	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	23	2	15	7
BP (Avg of 11am-1pm)	9	18	20	30
PM (5pm-6pm)	25	40	22	36
Total (8am - 6pm)	133	196	189	210

PROWS_Counts

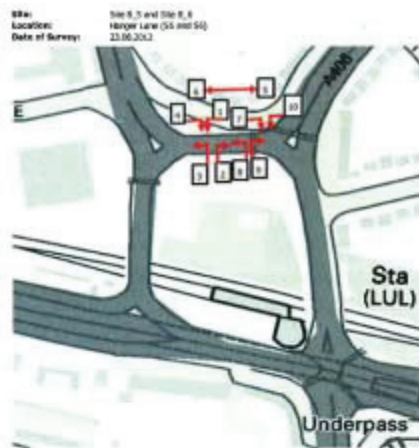
PROWS_Counts

Site: Site 8_4
Location: Rydal Crescent Underpass
Date of Survey: 19.08.2012



Movement	1		2	
	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	4	0	1	0
IP (Avg of 11am-1pm)	2	0	1	0
PM (5pm-6pm)	1	0	3	0
Total (8am - 6pm)	15	0	7	0

PROWS_Counts



Movement	1		2		3		4		5		6		7		8		9		10		11	
	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist
Left (Both Ways)	12	2	45	2	11	2	50	1	17	16	4	4	2	25	2	28	1	2	2	2	4	2
1st Lane of (Main Lane)	2	1	14	1	10	1	17	2	16	1	4	5	2	9	2	13	2	4	1	2	1	2
2nd Lane of (Main Lane)	4	4	29	2	28	14	23	4	16	2	20	30	27	3	40	17	4	6	2	2	5	2
(Both Ways - Both)	200	11	104	12	127	107	274	40	40	22	60	22	118	29	280	107	30	30	27	10	10	10

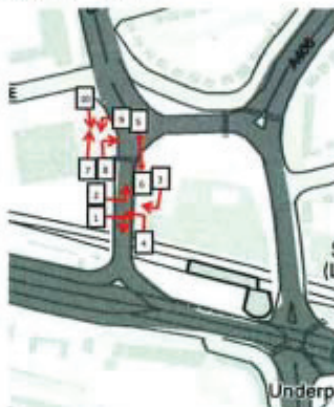
PROWS_Counts

Site: Site 8.6
 Location: Hanger Lane (59)
 Date of Survey: 23.06.2012



Movement	1		2		3		4		5		6		7	
	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist
AP (Down - 50m)	35	0	0	0	10	0	20	0	0	0	4	11	8	0
AP (Up of 1.1km - 10m)	7	0	0	0	6	0	10	0	0	1	0	0	0	0
PP (Down - 60m)	23	0	14	0	12	0	23	0	0	0	33	0	0	0
Total (Down - 60m)	90	0	40	0	94	0	127	0	11	0	28	28	32	0

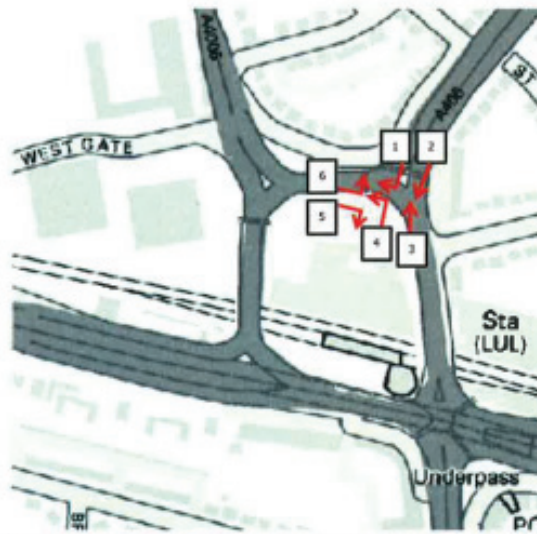
Site: Site 8.7
 Location: Hanger Lane (57)
 Date of Survey: 23.06.2012



Movement	1		2		3		4		5		6		7		8		9		10	
	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist
AP (Down - 50m)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AP (Up of 1.1km - 10m)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PP (Down - 60m)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total (Down - 60m)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PROWS_Counts

Site: Site 6,8
 Location: Hanger Lane
 Date of Survey: 23.09.2012



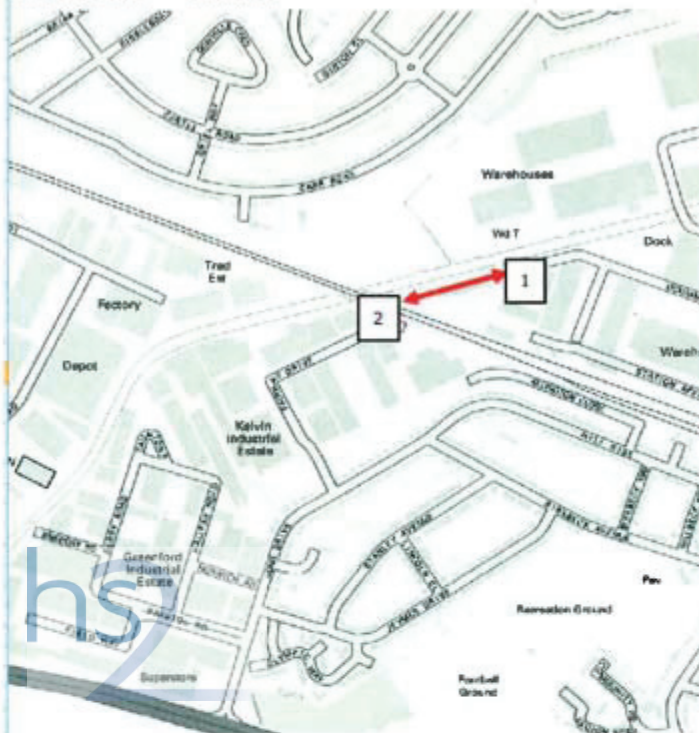
Movement	1		2		3		4		5		6	
	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	15	2	93	13	54	3	285	17	18	3	5	0
DP (Avg of 11am-1pm)	5	1	35	2	17	1	41	1	33	3	7	1
PM (3pm-5pm)	14	4	82	8	128	12	81	8	392	10	20	5
Total (8am - 5pm)	34	7	210	23	199	16	407	26	543	16	32	6

PROWS_Counts



PROWS_Counts

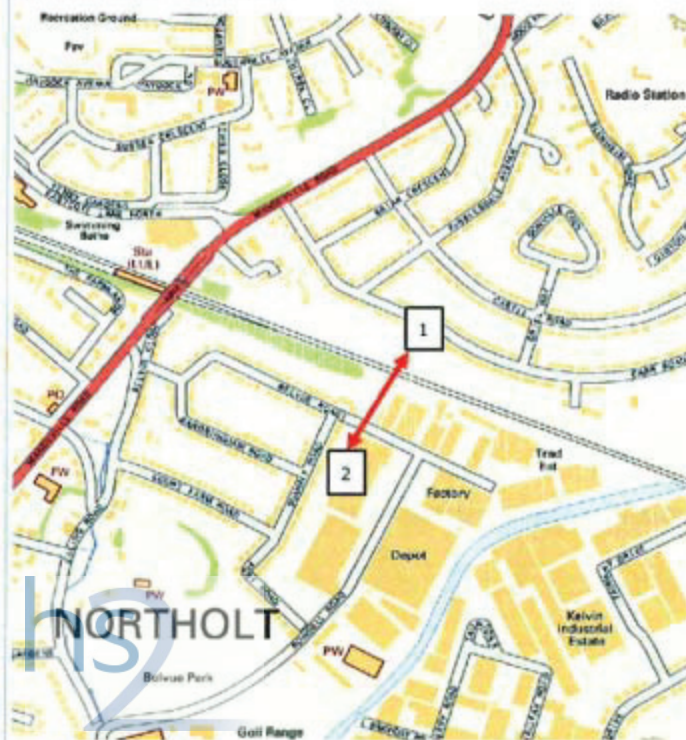
Site: Site 9_1
Location: Tow Path
Date of Survey: 19.08.2012



Movement	1		2	
	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	0	0	0	0
IP (Avg of 11am-1pm)	8	9	7	6
PM (5pm-6pm)	7	13	6	8
Total (8am - 6pm)	47	63	46	43

PROWS_Counts

Site: Site 10_1
 Location: Railway Bridge
 Date of Survey: 19.08.2012



Movement	1		2	
	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	0	0	1	0
IP (Avg of 11am-1pm)	4	0	10	0
PM (5pm-6pm)	4	0	2	0
Total (8am - 6pm)	22	0	38	0

PROWS_Counts

Site: Site 12_1
Location: Ruislip Golf Club
Date of Survey: 19.08.2012



Movement	1		2		3		4		5		6	
	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	0	0	1	0	5	0	4	0	0	0	0	0
IP (Avg of 11am-1pm)	0	0	7	0	14	0	6	0	0	0	1	0
PM (5pm-6pm)	0	0	7	0	8	0	9	0	0	0	2	0
Total (8am - 6pm)	1	0	65	0	107	0	71	0	3	0	17	0

Site: Site 12_2a
Location: Underpass Via The Greenway
Date of Survey: 19.08.2012



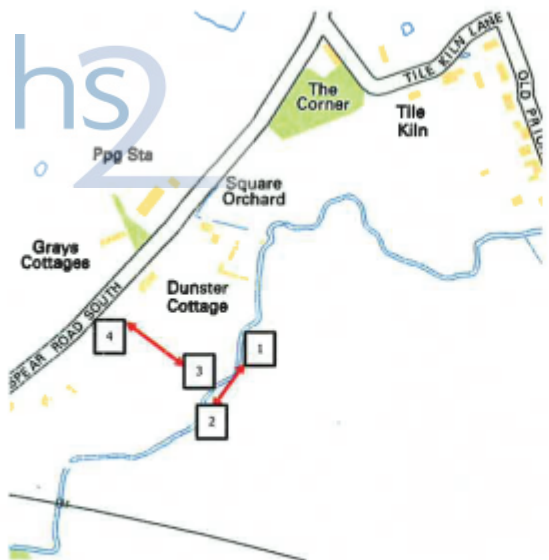
Movement	1		2	
	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	2	0	3	0
IP (Avg of 11am-1pm)	1	0	3	0
PM (5pm-6pm)	2	0	0	0
Total (8am - 6pm)	18	0	9	0

Site: Site 12.3
Location: Public Footpath (U46)
Date of Survey: 19/06/2012



Movement	1		2		3		4	
	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	0	0	0	0	0	0	0	0
IP (Avg of 11am-1pm)	2	0	0	0	0	0	2	0
PM (5pm-6pm)	0	0	0	0	0	0	0	0
Total (8am - 6pm)	2	0	0	0	0	0	2	0

Site: Site 12.4
Location: Public Footpath (U43)
Date of Survey: 19/06/2012



Movement	1		2		3		4	
	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	1	0	1	0	0	0	1	0
IP (Avg of 11am-1pm)	0	0	4	0	0	0	0	0
PM (5pm-6pm)	0	0	1	0	0	0	0	0
Total (8am - 6pm)	1	0	6	0	0	0	1	0

Movement	1		2	
	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (6am-9am)	0	0	0	0
IP (Avg of 11am-1pm)	0	0	0	0
PM (5pm-6pm)	0	0	0	0
Total (8am - 6pm)	2	0	0	0



Year	Herbivores	Carnivores	Herbivores	Carnivores	Herbivores	Carnivores	Herbivores	Carnivores	Herbivores	Carnivores	Herbivores	Carnivores	Herbivores	Carnivores	Herbivores	Carnivores	Herbivores	Carnivores
1991	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
1992	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
1993	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
1994	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
1995	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
1996	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
1997	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
1998	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
1999	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2000	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2001	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2002	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2003	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2004	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2005	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2006	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2007	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2008	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2009	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2010	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2011	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2012	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2013	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2014	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2015	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5
2016	10	5	14	5	10	5	10	5	10	5	10	5	10	5	10	5	10	5

[illegible][illegible]

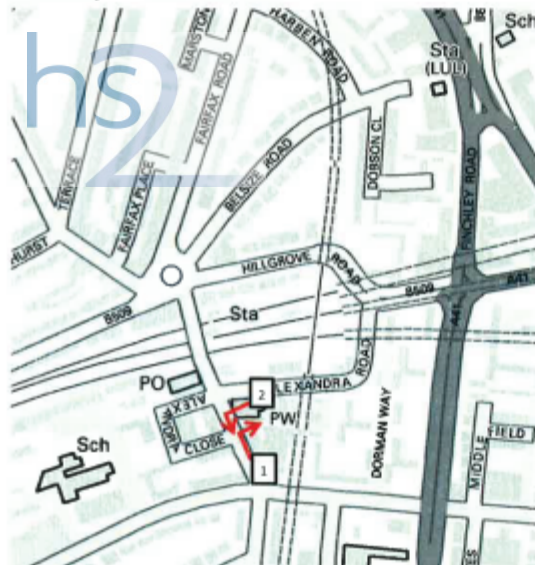
Site:
Location:
Date of Survey:

Site 15
North Station
19.08.2012 & 23.08.2012



Movement	1		2		3		4		5		6	
	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist
19.08.2012												
AM (8am-9am)	215	0	13	0	15	1	53	0	36	0	66	0
P (Avg of 10am-1pm)	237	1	30	1	27	0	90	0	56	0	113	0
PM (5pm-6pm)	166	0	23	1	31	2	68	0	111	0	200	0
Total (8am - 6pm)	2152	4	248	23	293	16	791	0	636	0	1242	0
23.08.2012												
AM (8am-9am)	294	0	24	0	17	0	224	0	62	0	76	0
P (Avg of 10am-1pm)	171	0	33	2	33	3	91	0	63	0	86	1
PM (5pm-6pm)	86	0	28	2	66	2	57	0	220	0	169	0
Total (8am - 6pm)	1517	0	205	28	276	5	944	3	910	1	1435	1

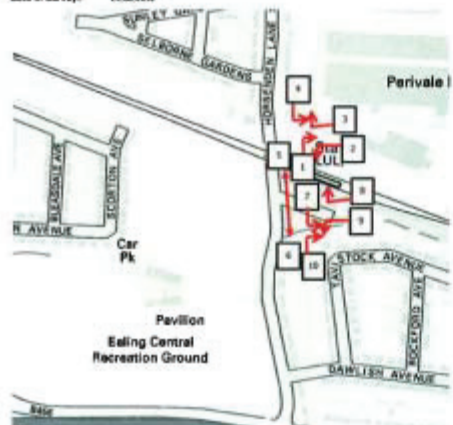
Site: Site 16
 Location: South Hempslead Station
 Date of Survey: 19.08.2012 & 23.08.2012



Movement	1		2	
19.08.2012	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	11	0	5	0
IP (Avg of 11am-1pm)	25	0	15	0
PM (5pm-6pm)	21	0	19	0
Total (8am - 6pm)	197	0	196	0

Movement	1		2	
23.08.2012	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	77	0	31	0
IP (Avg of 11am-1pm)	29	0	29	0
PM (5pm-6pm)	40	0	46	0
Total (8am - 6pm)	394	0	298	0

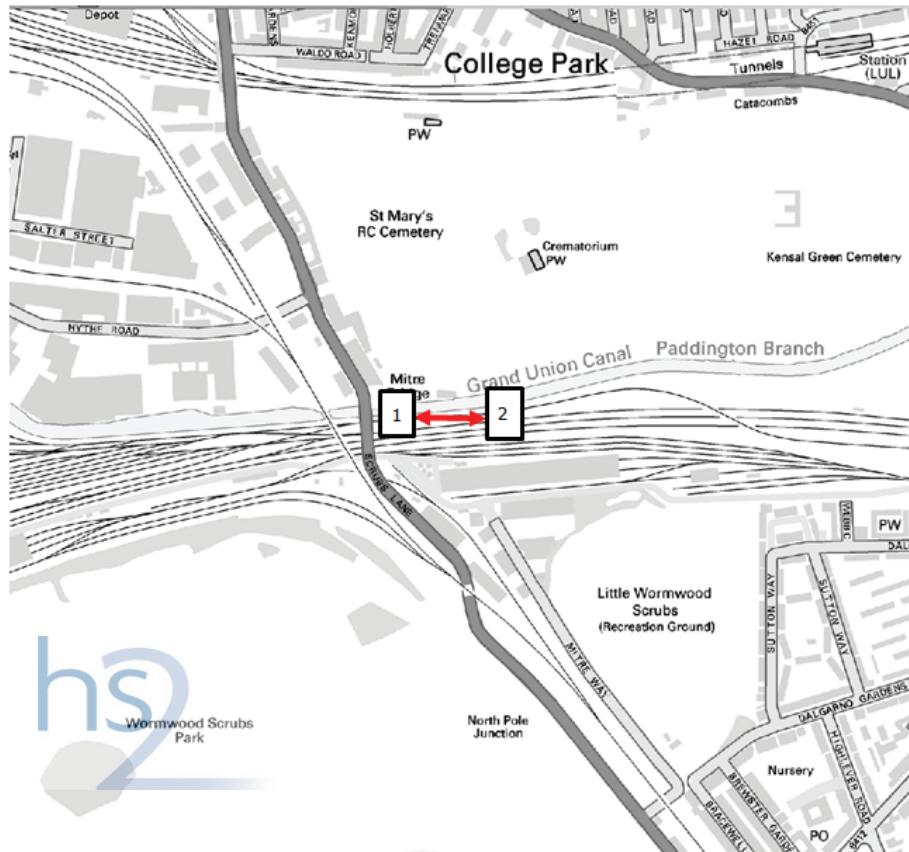
Site: Site 17
 Location: Perivale Station
 Date of Survey: 23.08.2012



Movement	1		2		3		4		5		6		7		8		9		10	
23.08.2012	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist	Pedestrian	Cyclist
AM (8am-9am)	22	0	31	0	25	0	120	0	41	0	25	0	18	0	24	0	12	0	127	0
IP (Avg of 11am-1pm)	18	0	4	0	53	0	183	0	40	0	20	0	14	0	15	0	14	0	124	0
PM (5pm-6pm)	3	0	2	0	218	0	186	0	41	0	40	0	18	0	11	0	175	0	40	0
Total (8am - 6pm)	1275	0	105	0	1491	0	3969	0	122	0	105	0	50	0	50	0	316	0	291	0

Appendix L – PROWS Questionnaire Summary

Site: 7_1
 Location: Mitre Bridge (Tow Path)
 Date of Survey: 19/08/2012



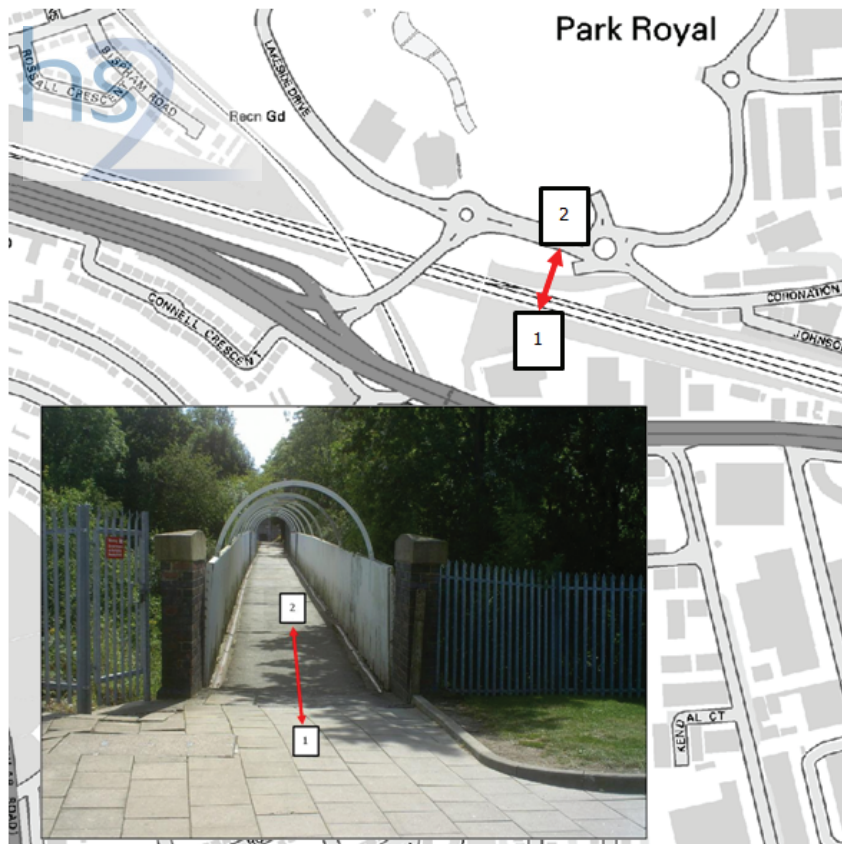
Numbers by Travel Mode	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	2
Boating	0
Equestrian	0
Cyclist	6
Jogging	4
Walking with dog	1
Walking	9
Motorised (add comment)	0
Other (add comment)	0
Total	22

Person Type	
Adult 18-25	1
Adult 26-60	16
Adult 60+	2
Child 0-4	2
Child 5-11	1
Child 12-17	0
Total	22

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
3	10	1	1	15

Gender	Journey Purpose of interviewees			
	Business	Leisure	Shopping	Total
Female	0	5	0	5
Male	1	8	1	10
Total	1	13	1	15

Site No.: 7_2
Location: Pedestrian Bridge opposite Park Royal Station
Date of Survey: 19/08/2012



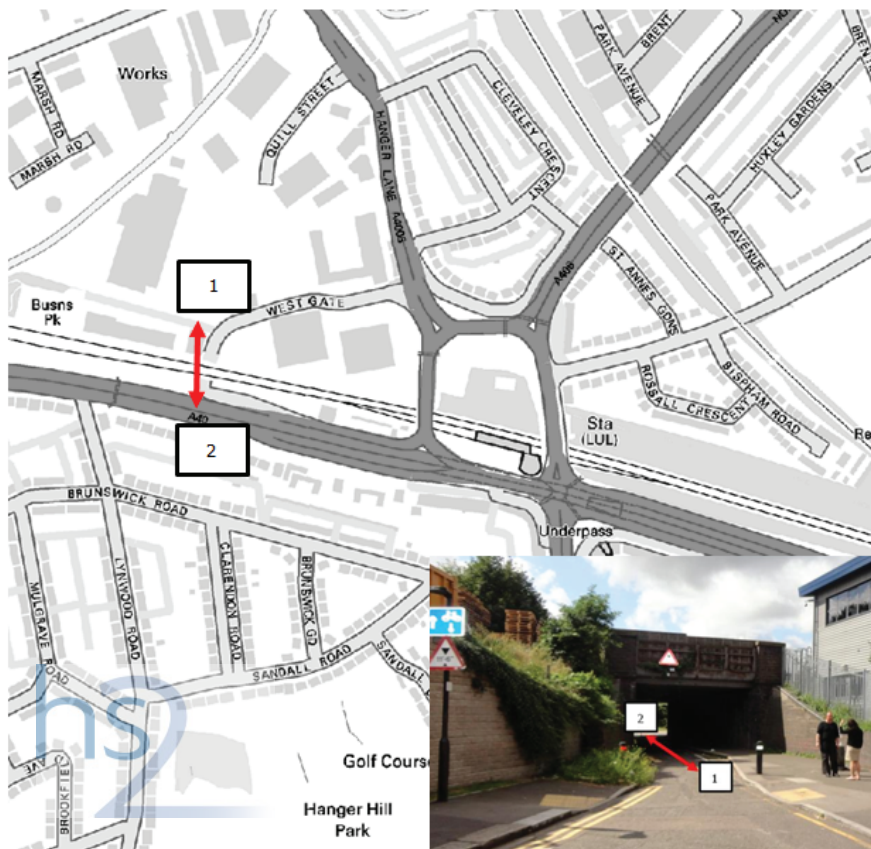
Numbers by Travel Mode	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	0
Boating	0
Equestrian	0
Cyclist	0
Jogging	0
Walking with dog	1
Walking	34
Motorised (add comment)	0
Other (add comment)	0
Total	35

Person Type	
Adult 18-25	12
Adult 26-60	19
Adult 60+	0
Child 0-4	4
Child 5-11	0
Child 12-17	0
Total	35

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
8	11	4	0	23

Gender	Journey Purpose of interviewees			
	Business	Leisure	Shopping	Total
Female	1	5	4	10
Male	0	11	2	13
Total	1	16	6	23

Site: Site 8_2a
Location: West Gate Underpass
Date of Survey: 19/08/2012



Numbers by Travel Mode	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	0
Boating	0
Equestrian	0
Cyclist	0
Jogging	0
Walking with dog	1
Walking	10
Motorised (add comment)	0
Other (add comment)	0
Total	11

Person Type	
Adult 18-25	1
Adult 26-60	8
Adult 60+	2
Child 0-4	0
Child 5-11	0
Child 12-17	0
Total	11

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
6	2	0	1	9

Gender	Journey Purpose of interviewees		
	Business	Leisure	Total
Female	1		1
Male	3	5	8
Total	4	5	9

The map shows a residential area with several streets and landmarks. A blue dot is located on Rydal Crescent, between Wadsworth Road and Coniston Avenue. The area includes Perivale Industrial Park to the north, a Superstore to the west, and a Depot to the east. Other landmarks include a School, a Bus Stop (Bsns Pk), and a Club House. The map also shows a network of streets including Wadsworth Road, Rydal Crescent, Coniston Avenue, and others.

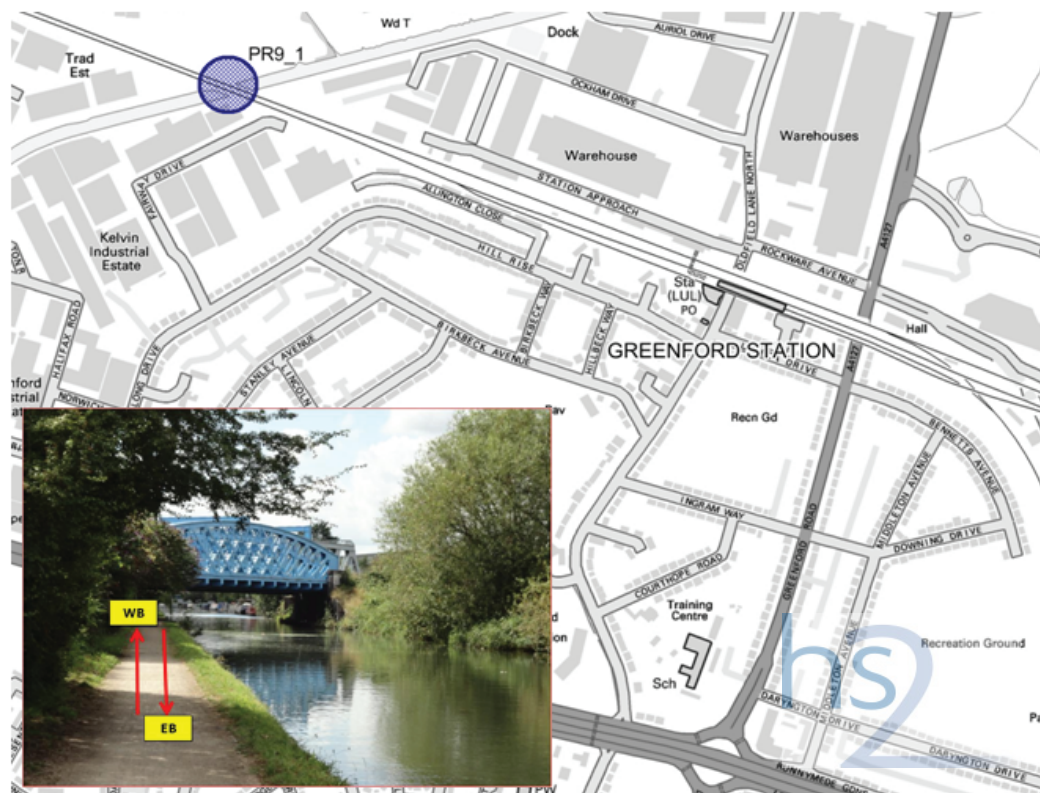
Numbers by Travel Mode	Total
Wheelchair	1
Visually Impaired	0
Walker with buggy	2
Boating	0
Equestrian	0
Cyclist	3
Jogging	0
Walking with dog	1
Walking	20
Motorised (add comment)	0
Other (add comment)	0
Total	27

Person Type	
Adult 18-25	8
Adult 26-60	15
Adult 60+	3
Child 0-4	0
Child 5-11	0
Child 12-17	0
Total	26

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
7	15	0	0	22

Gender	Journey Purpose of interviewees			Total
	Business	Leisure	Shopping	
Female		9	3	12
Male	1	14		15
Total	1	23	3	27

Site: Site 9_1
 Location:
 Date of Survey: 19/08/2012



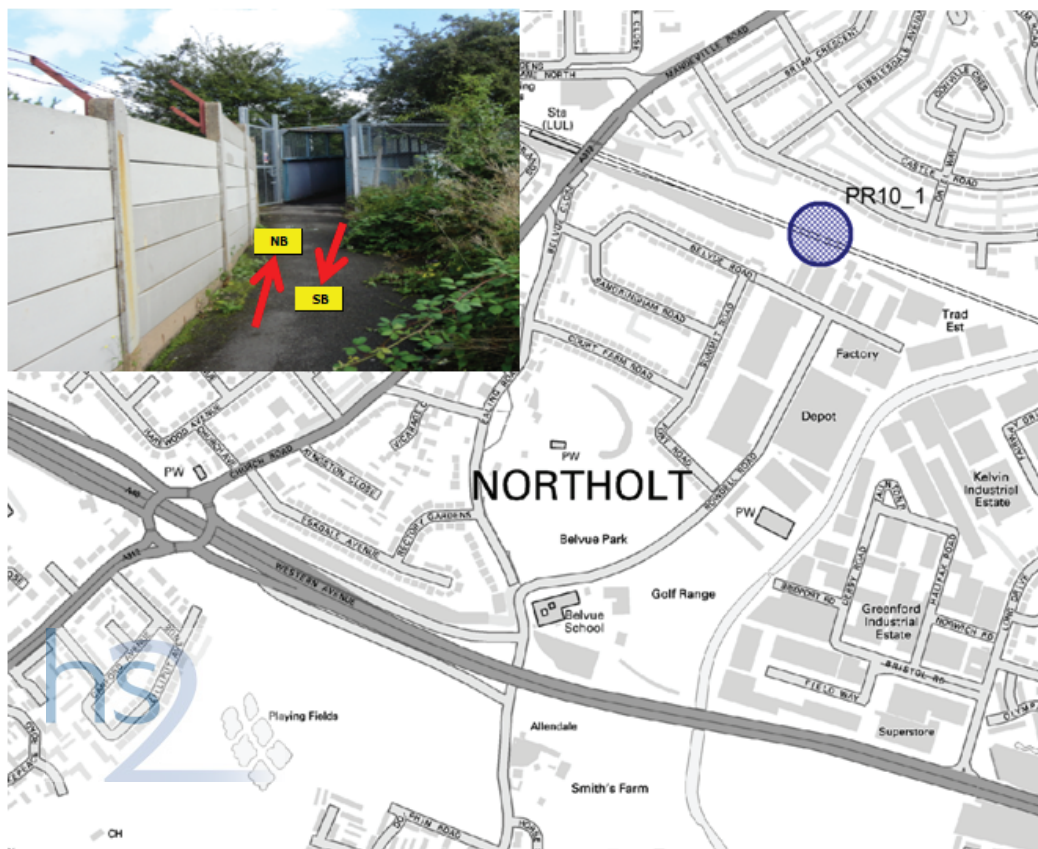
Numbers by Travel Mode	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	0
Boating	0
Equestrian	0
Cyclist	61
Jogging	8
Walking with dog	1
Walking	59
Motorised (add comment)	0
Other (add comment)	0
Total	129

Person Type	
Adult 18-25	8
Adult 26-60	43
Adult 60+	2
Child 0-4	3
Child 5-11	0
Child 12-17	0
Total	56

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
17	66	1	0	84

Gender	Journey Purpose of interviewees		
	Business	Leisure	Total
Female		16	16
Male	1	67	68
Total	1	83	84

Site: Site 10_1
 Location:
 Date of Survey: 19/08/2012



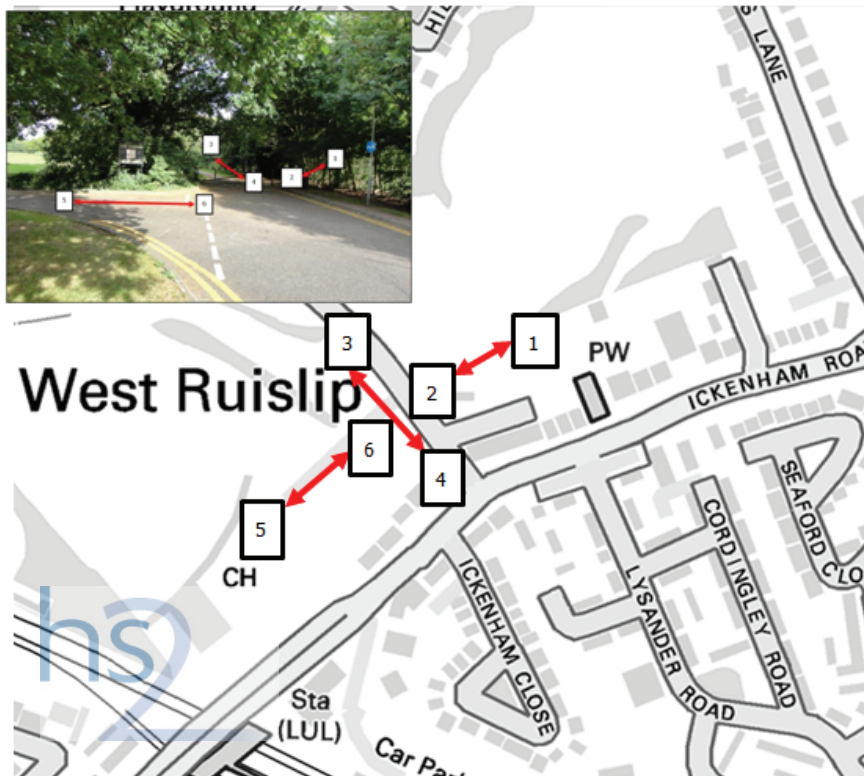
Wheelchair	0
Visually Impaired	0
Walker with buggy	2
Boating	0
Equestrian	0
Cyclist	11
Jogging	3
Walking with dog	1
Walking	39
Motorised (add comment)	0
Other (add comment)	0
Total	56

Adult 18-25	8
Adult 26-60	43
Adult 60+	2
Child 0-4	3
Child 5-11	0
Child 12-17	0
Total	56

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
4	20	10	4	38

Journey Purpose of interviewees						
Gender	Business	Commute	Leisure	Shopping	Unknown	Total
Female			6			6
Male	2	1	15	4	17	39
Total	2	1	21	4	17	45

Site: Site 12_1
Location: Ruislip Golf Club
Date of Survey: 19.08.2012



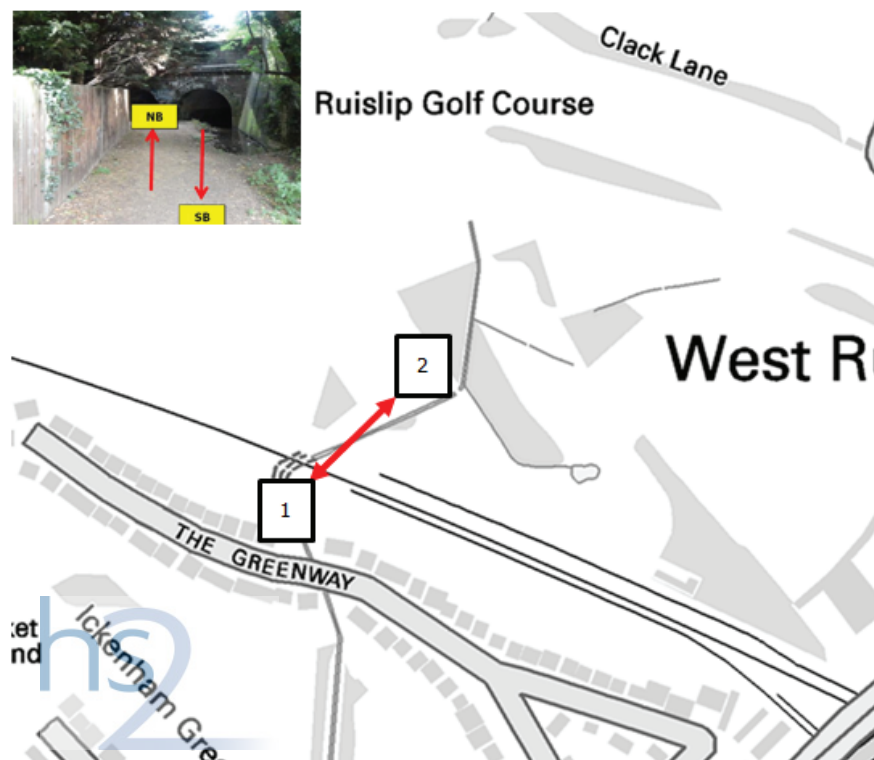
Numbers by Travel Mod	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	2
Boating	0
Equestrian	0
Cyclist	0
Jogging	0
Walking with dog	7
Walking	85
Motorised (add comment)	4
Other (add comment)	0
Total	98

Person Type	
Adult 18-25	17
Adult 26-60	69
Adult 60+	12
Child 0-4	0
Child 5-11	0
Child 12-17	0
Total	98

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
34	14	6	0	54

Gender	Journey Purpose of interviewees				Total
	Business	Commute	Leisure	Shopping	
Female		1	12	1	14
Male	4		34	2	40
Total	4	1	46	3	54

Site: Site 12_2a
Location: Underpass Via The Greenway
Date of Survey: 19.08.2012



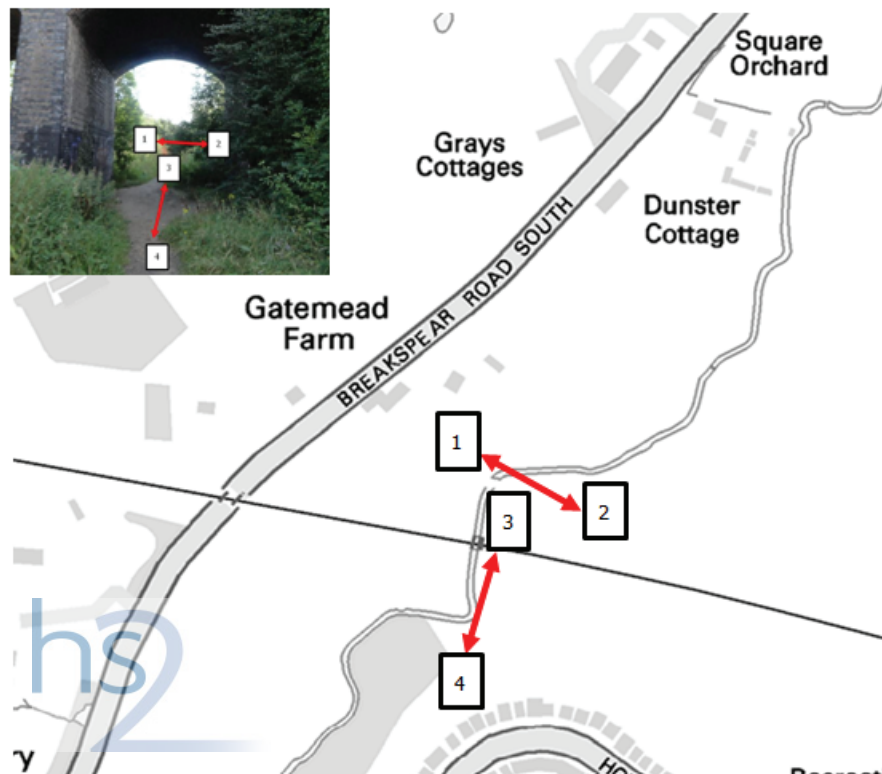
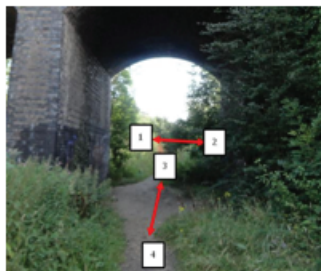
Numbers by Travel Mod	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	0
Boating	0
Equestrian	0
Cyclist	0
Jogging	0
Walking with dog	9
Walking	13
Motorised (add comment)	1
Other (add comment)	0
Total	23

Person Type	
Adult 18-25	0
Adult 26-60	0
Adult 60+	29
Child 0-4	125
Child 5-11	4
Child 12-17	1
Total	159

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
12	5	2	2	21

Gender	Journey Purpose of interviewees				Total
	Business	Commute	Leisure	Shopping	
Female	5	32	3	11	51
Male	7	40	19	7	73
Total	12	72	22	18	124

Site: Site 12_3
Location: Public Footpath (U46)
Date of Survey: 19.08.2012



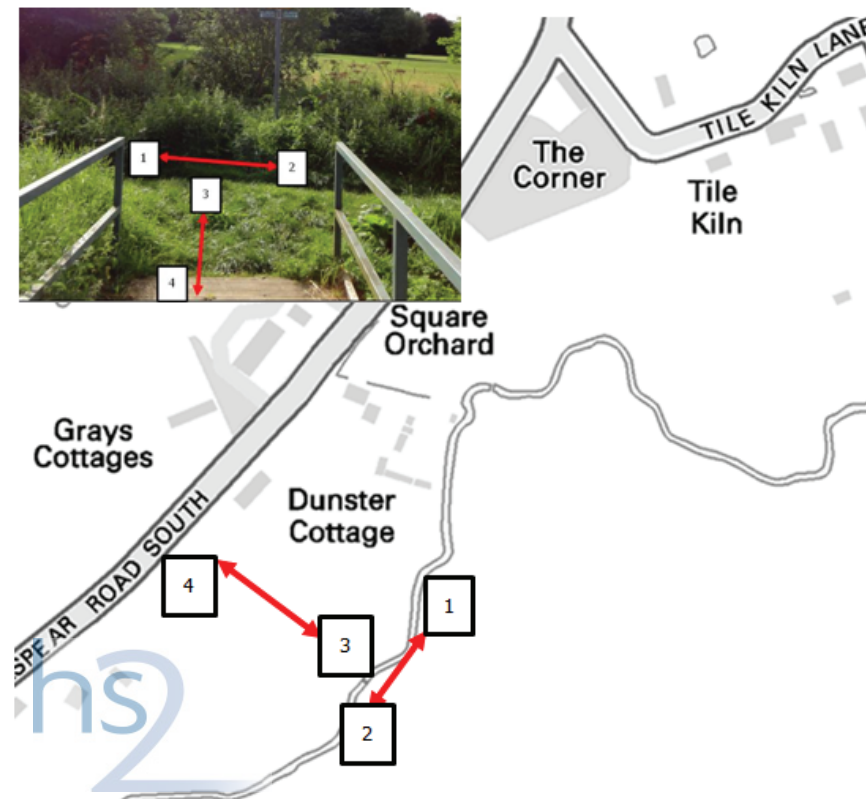
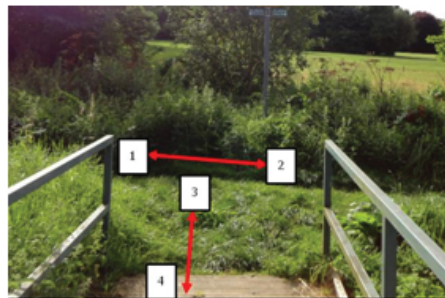
Numbers by Travel Mod	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	0
Boating	0
Equestrian	0
Cyclist	3
Jogging	0
Walking with dog	12
Walking	16
Motorised (add comment)	0
Other (add comment)	0
Total	31

Person Type	
Adult 18-25	4
Adult 26-60	16
Adult 60+	7
Child 0-4	0
Child 5-11	2
Child 12-17	2
Total	31

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
9	5	1	1	16

Journey Purpose of interviewees				
Gender	Commute	Leisure	(blank)	Total
Female	1	6	1	8
Male		9		9
Total	1	15	1	17

Site: Site 12_4
Location: Public Footpath (U43)
Date of Survey: 19.08.2012



Numbers by Travel Mod	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	0
Boating	0
Equestrian	0
Cyclist	0
Jogging	0
Walking with dog	4
Walking	14
Motorised (add comment)	0
Other (add comment)	0
Total	18

Person Type	
Adult 18-25	3
Adult 26-60	12
Adult 60+	4
Child 0-4	0
Child 5-11	0
Child 12-17	0
Total	19

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
6	4	2	1	13

Gender	Journey Purpose of interviewees				Total
	Business	Commute	Leisure	Shopping	
Female	5	32	3	11	51
Male	7	40	19	7	73
Total	12	72	22	18	124

Site: Site 12_5
Location: Public Footpath (U42)
Date of Survey: 19.08.2012



Numbers by Travel Mode	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	0
Boating	0
Equestrian	0
Cyclist	1
Jogging	0
Walking with dog	0
Walking	1
Motorised (add comment)	0
Other (add comment)	0
Total	2

Person Type	
Adult 18-25	0
Adult 26-60	2
Adult 60+	0
Child 0-4	0
Child 5-11	0
Child 12-17	0
Total	2

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
Other (add comment)	0	0	0	0

Journey Purpose of interview		
Gender	Leisure	Total
Male	2	2
Total	2	2

Site: Site 13
Location: Greenford Station
Date of Survey: 19/08/2012



Numbers by Travel Mode	Total
Wheelchair	0
Visually Impaired	2
Walker with buggy	14
Boating	0
Equestrian	0
Cyclist	0
Jogging	0
Walking with dog	0
Walking	221
Motorised (add comment)	0
Other (add comment)	0
Total	237

Person Type	
Adult 18-25	39
Adult 26-60	163
Adult 60+	11
Child 0-4	4
Child 5-11	6
Child 12-17	14
Total	237

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
21	31	56	12	120

Journey Purpose of interviewees						
Gender	Business	Commute	Education	Leisure	Shopping	Total
Female	11	13	1	21	12	58
Male	20	10	1	22	11	64
Total	31	23	2	43	23	122

Site: Site 14
Location: Queens Park Station
Date of Survey: 19.08.2012



Numbers by Travel Mod	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	2
Boating	0
Equestrian	0
Cyclist	0
Jogging	0
Walking with dog	19
Walking	75
Motorised (add comment)	0
Other (add comment)	0
Total	96

Person Type	
Adult 18-25	45
Adult 26-60	1
Adult 60+	0
Child 0-4	0
Child 5-11	0
Child 12-17	0
Total	46

Frequency of interviewees using route

1 per day	1 per week or more	1 per month or more	first time for journey	Total
29	58	0	0	49

Journey Purpose of interviewees						
Male / Female	Business	Commute	Education	Leisure	Shopping	Total
Female	9	15		6	3	33
Male	16	19	2	9	8	54
Total	25	34	2	15	11	87

Site: Site 15
Location: Northolt Station
Date of Survey: 19.08.2012



Numbers by Travel Mode	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	0
Boating	0
Equestrian	0
Cyclist	0
Jogging	0
Walking with dog	1
Walking	34
Motorised (add comment)	0
Other (add comment)	0
Total	35

Person Type	
Adult 18-25	12
Adult 26-60	19
Adult 60+	0
Child 0-4	4
Child 5-11	0
Child 12-17	0
Total	35

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
25	11	13	6	55

Gender	Journey Purpose of interviewees					Total
	Business	Commute	Education	Leisure	Shopping	
Female	5	7	1	5	2	20
Male	7	9	2	7	3	28
Total	12	16	3	12	5	48

Site: Site 16
Location: South Hampstead Station
Date of Survey: 19.08.2012



Numbers by Travel Mod	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	4
Boating	0
Equestrian	0
Cyclist	1
Jogging	0
Walking with dog	0
Walking	56
Motorised (add comment)	0
Other (add comment)	0
Total	61

Person Type	
Adult 18-25	5
Adult 26-60	51
Adult 60+	3
Child 0-4	1
Child 5-11	0
Child 12-17	1
Total	61

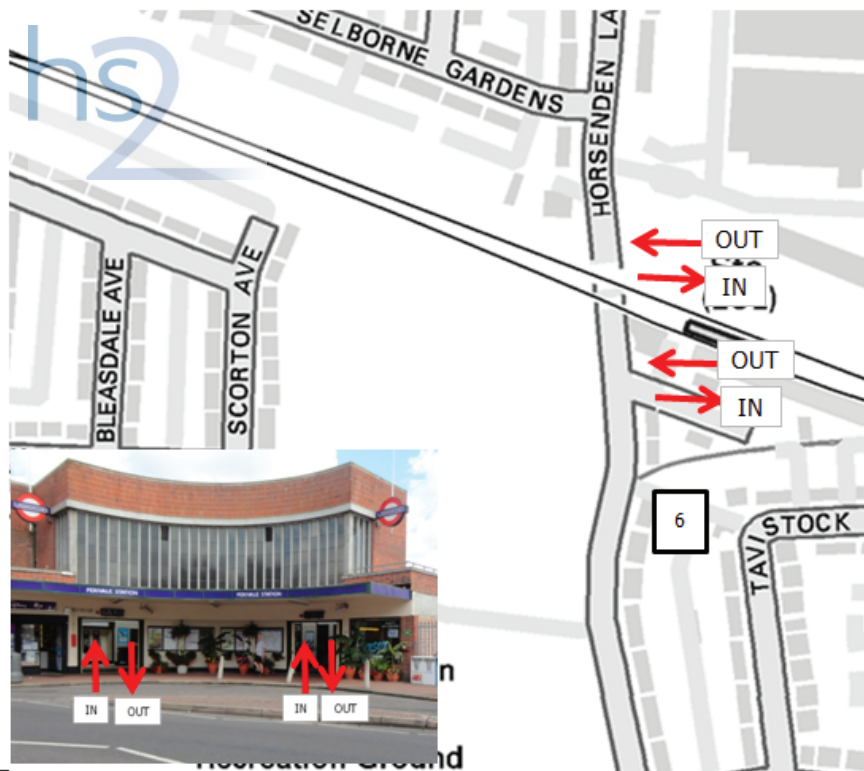
Frequency of interviewees using route

1 per day	1 per week or more	1 per month or more	first time for journey	Total
11	27	10	1	49

Purpose of interviewees

Gender	Business	Commute	Leisure	Shopping	Total
Female	8	7	8	2	25
Male	7	7	6	2	22
Total	15	14	14	4	47

Site: Site 17
Location: Perivale Station
Date of Survey: 23.08.2012



Numbers by Travel Mode	Total
Wheelchair	0
Visually Impaired	0
Walker with buggy	16
Boating	0
Equestrian	0
Cyclist	1
Jogging	0
Walking with dog	0
Walking	184
Motorised (add comment)	9
Other (add comment)	10
Total	220

Person Type	
Adult 18-25	28
Adult 26-60	140
Adult 60+	19
Child 0-4	16
Child 5-11	8
Child 12-17	14
Total	225

Frequency of interviewees using route				
1 per day	1 per week or more	1 per month or more	first time for journey	Total
64	46	22	12	144

Journey Purpose of interviewees						
Gender	Business	Commute	Education	Leisure	Shopping	Total
Female	26	13	4	9	5	57
Male	35	27	5	16	5	88
Total	61	40	9	25	10	145

Site: Site 18
Location: Camden Town Station
Date of Survey: 19.08.2012



Numbers by Travel Mod	Total
Wheelchair	0
Visually Impaired	2
Walker with buggy	5
Boating	0
Equestrian	0
Cyclist	1
Jogging	0
Walking with dog	0
Walking	93
Motorised (add comment)	0
Other (add comment)	0
Total	101

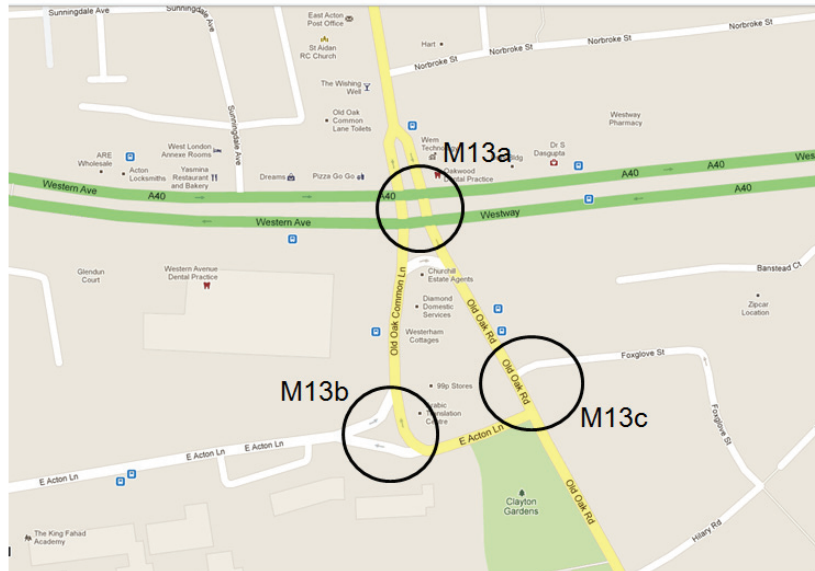
Person Type	
Adult 18-25	0
Adult 26-60	0
Adult 60+	0
Child 0-4	0
Child 5-11	0
Child 12-17	0
Total	0

Frequency of interviewees using route				
1 per day	1 per	1 per	first time	Total
27	24	15	8	74

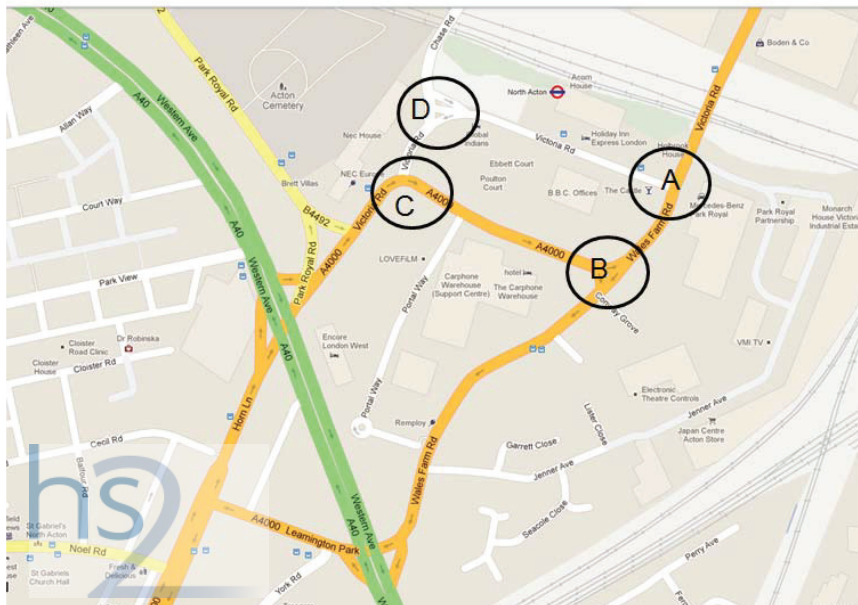
Gender	Journey Purpose of interviewees				Total
	Business	Commuit	Leisure	Shoppin	
Female	2	6	7		15
Male	19	14	11	4	48
Total	21	20	18	4	63

Appendix M October 2012 Traffic Survey Locations

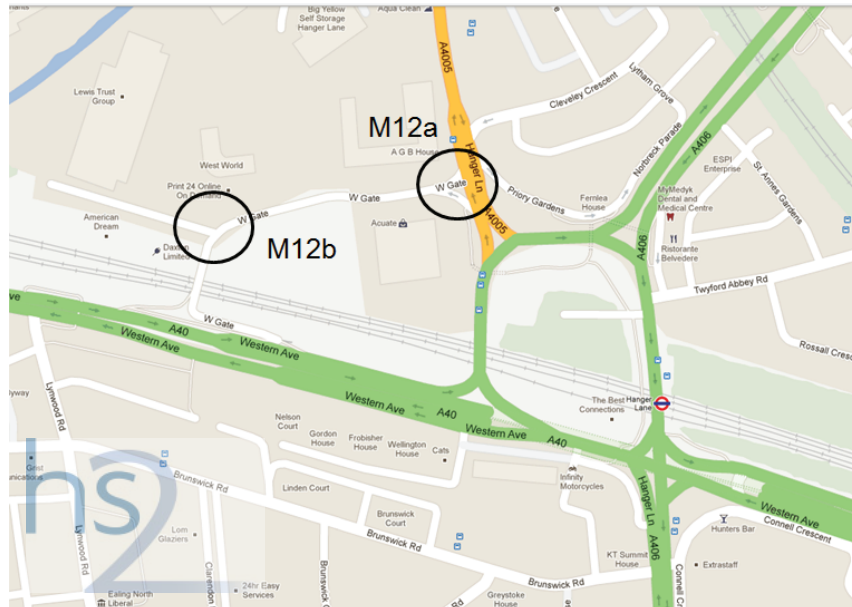
Old Oak Common Gyratory



North Acton Gyratory



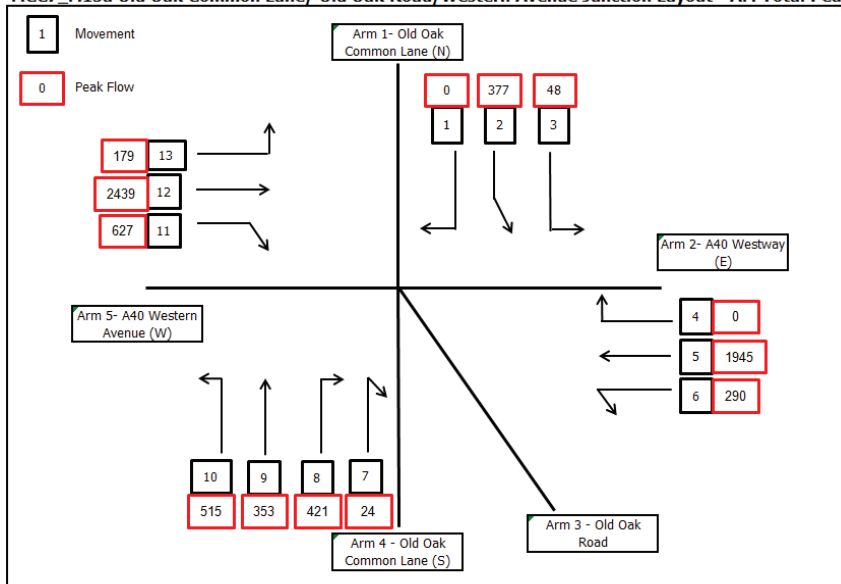
West Gate



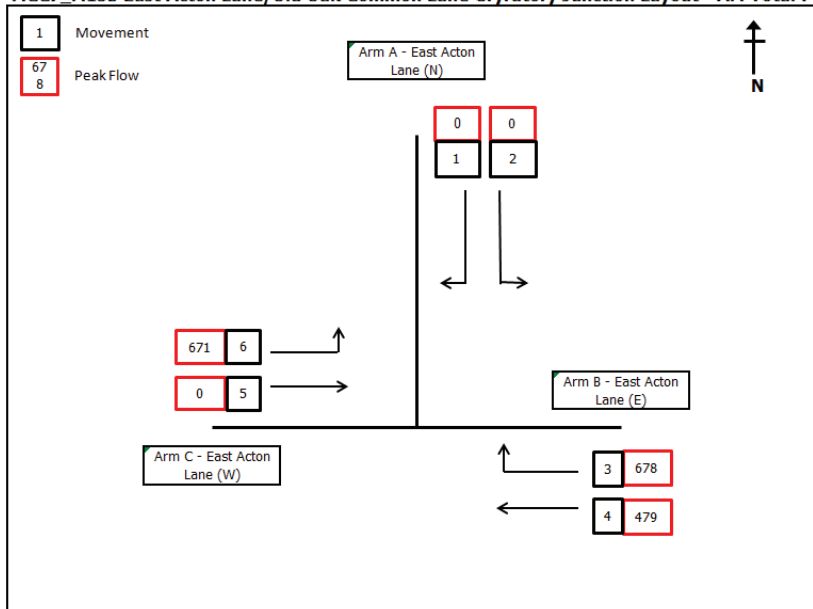
Appendix N – October 2012 Survey MCC Summary

Appendix N.1– MCC _ Old Oak Common Gyratory

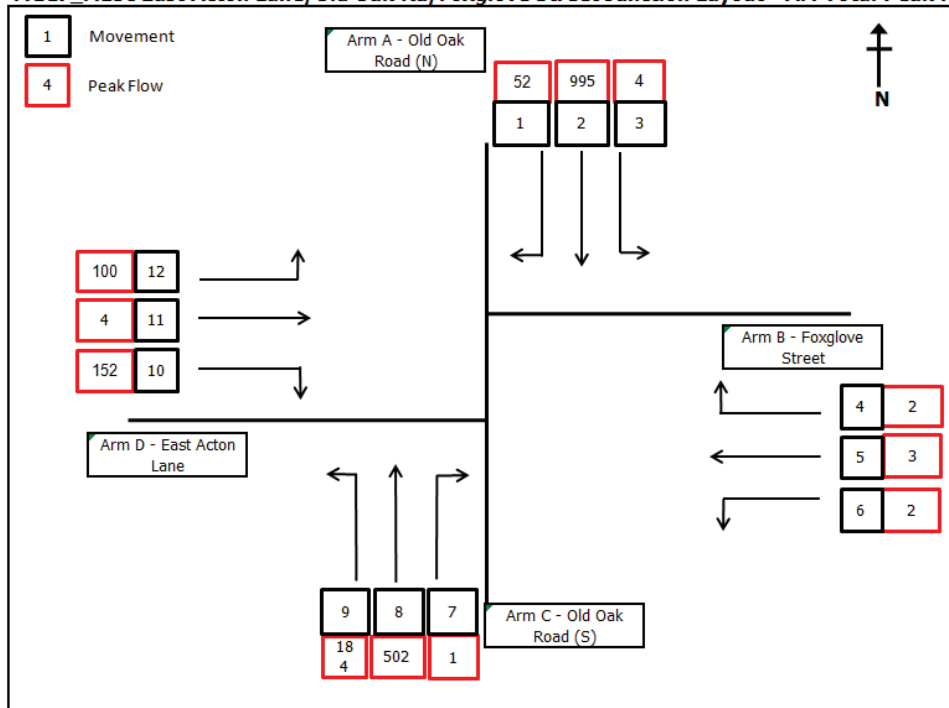
MCC7_M13a Old Oak Common Lane/ Old Oak Road/Western Avenue Junction Layout - AM Total Peak Flows



MCC7_M13b East Acton Lane/Old Oak Common Lane Gyratory Junction Layout - AM Total Peak Flows

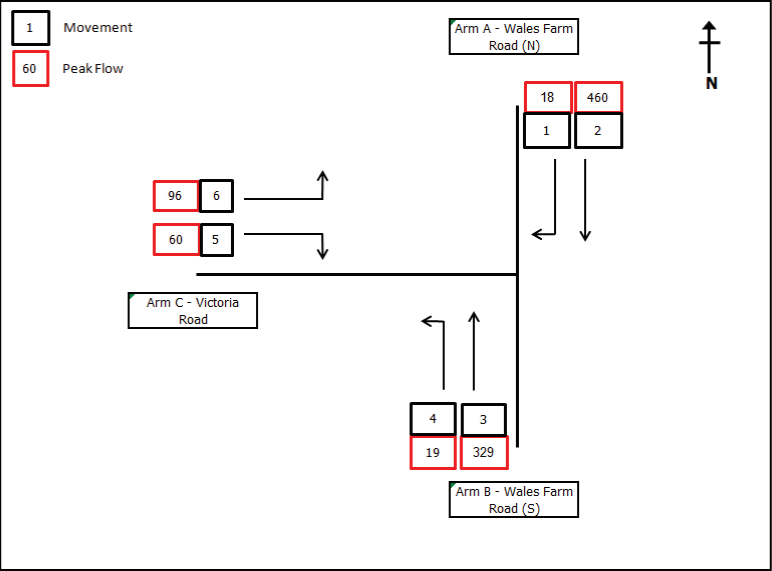


MCC7_M13c East Acton Lane/Old Oak Rd/Foxglove Street Junction Layout - AM Total Peak Flows

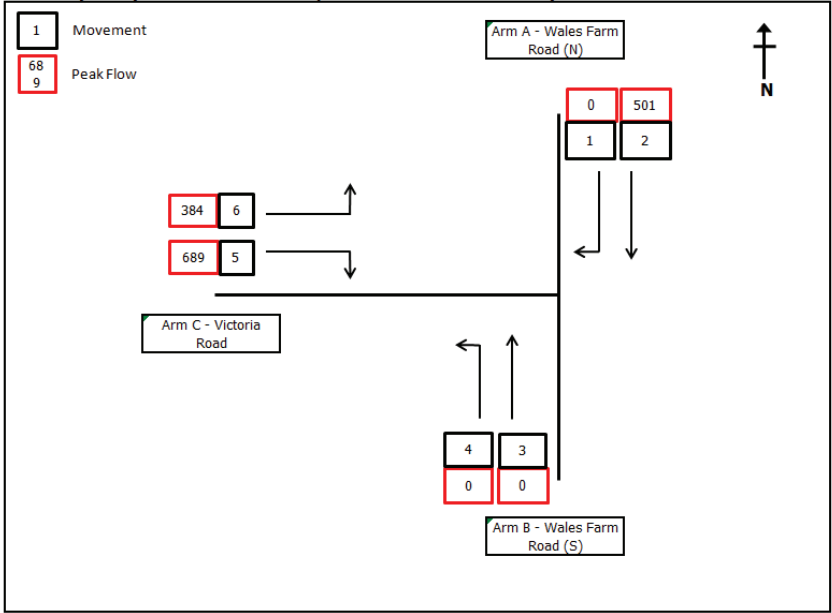


Appendix N.2– MCC _ North Acton Gyratory

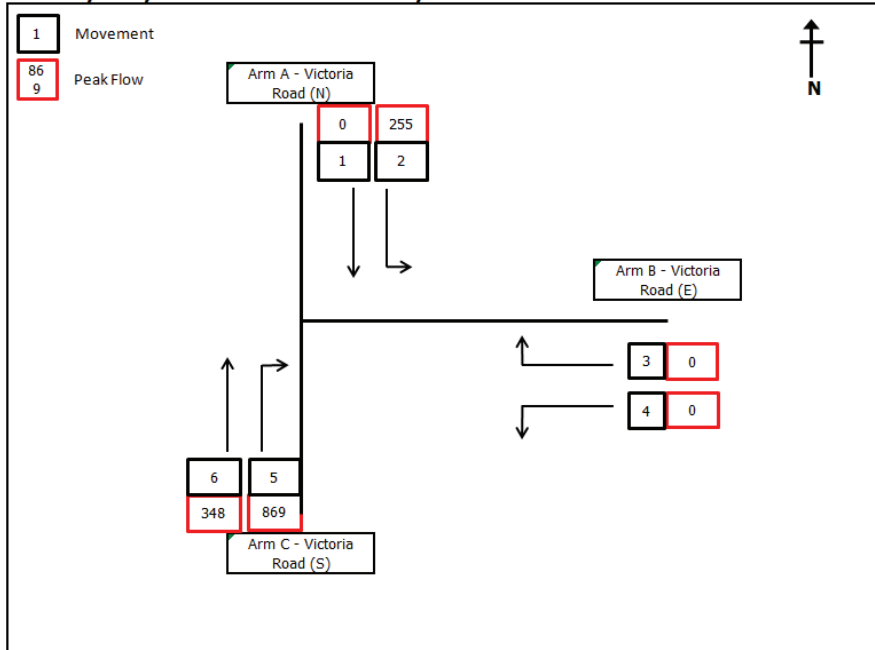
Acton Gyratory A Wales Farm Road/Victoria Road Junction Layout - AM Total Peak Flows



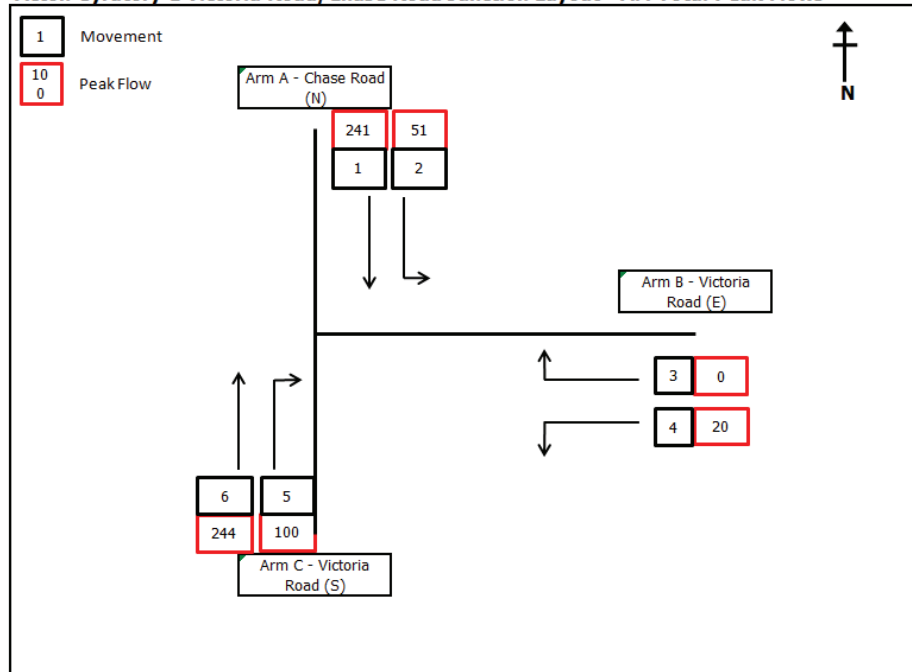
Acton Gyratory B Wales Farm Road/Victoria Road Junction Layout - AM Total Peak Flows



Acton Gyratory C Victoria Road Junction Layout - AM Total Peak Flows

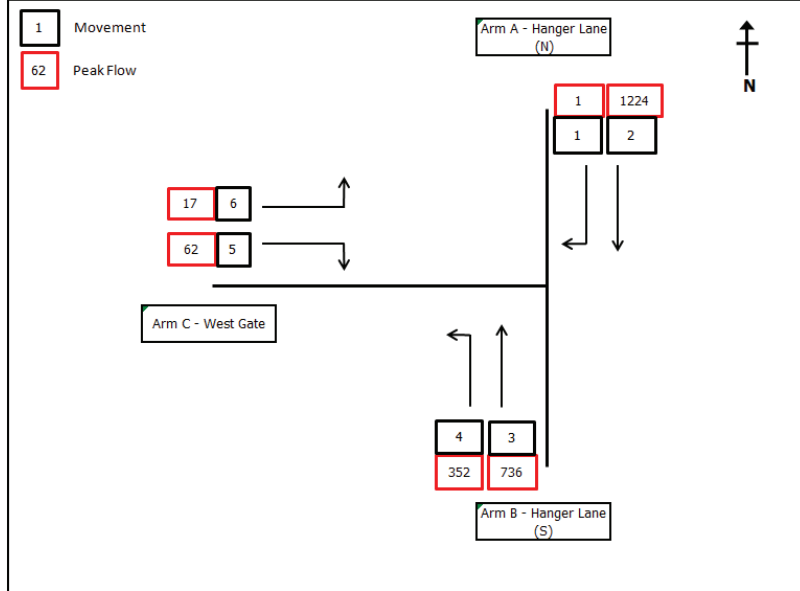


Acton Gyratory C Victoria Road/Chase Road Junction Layout - AM Total Peak Flows

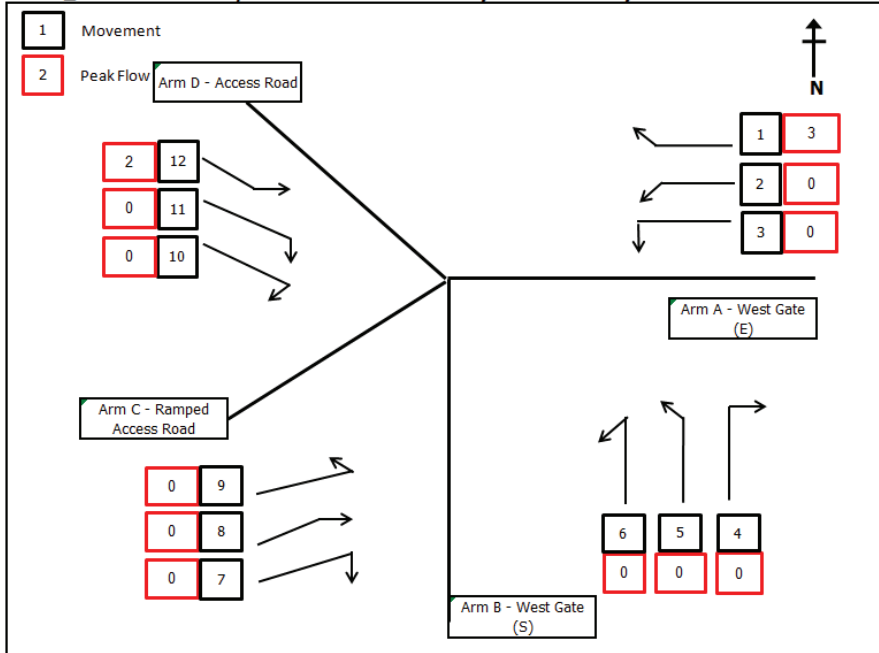


Appendix N.3– MCC _ West Gate

MCC8_M12a West Gate / Hanger Lane Junction Layout - AM Total Peak Flows



MCC8_M12b West Gate / Access Road Junction Layout - AM Heavy Vehicle Peak Flows

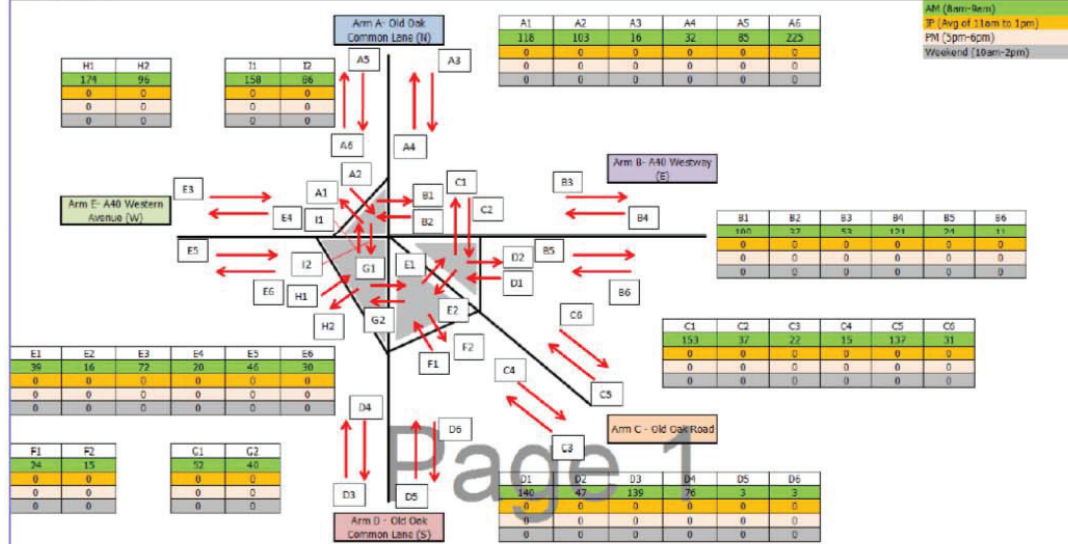


Appendix O – October 2012 Survey Pedestrian Counts Summary

Appendix O.1 – Pedestrian Counts _ Old Oak Common Gyratory

Junction Number:	MCC7_M13a
Date of Survey:	10.10.2012 and 06.10.2012
Junction Name:	Old Oak Common Lane/ Old Oak Road/Western Avenue
Junction Type:	Signalised Junction

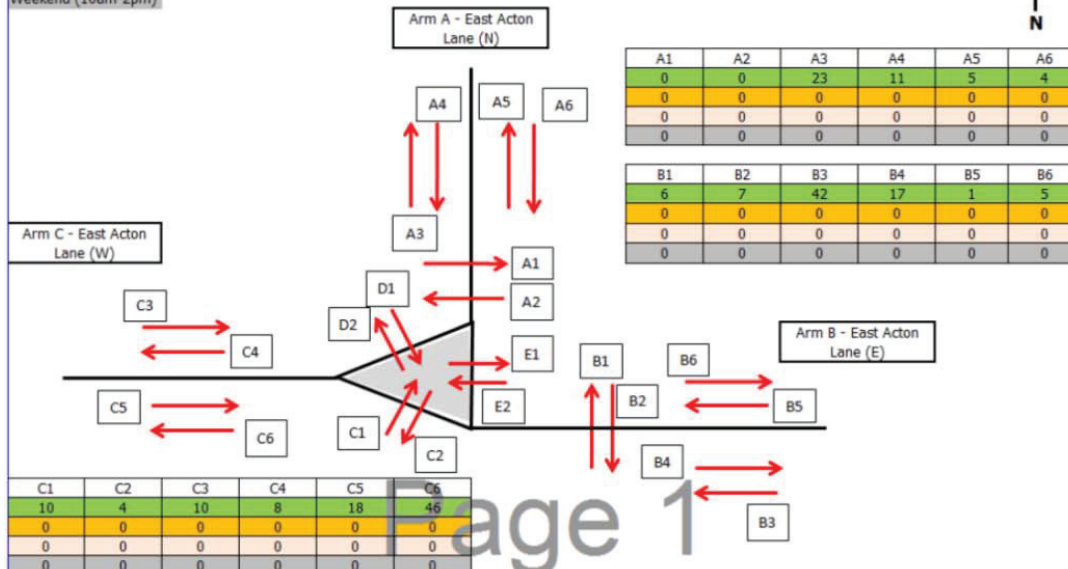
Junction Layout



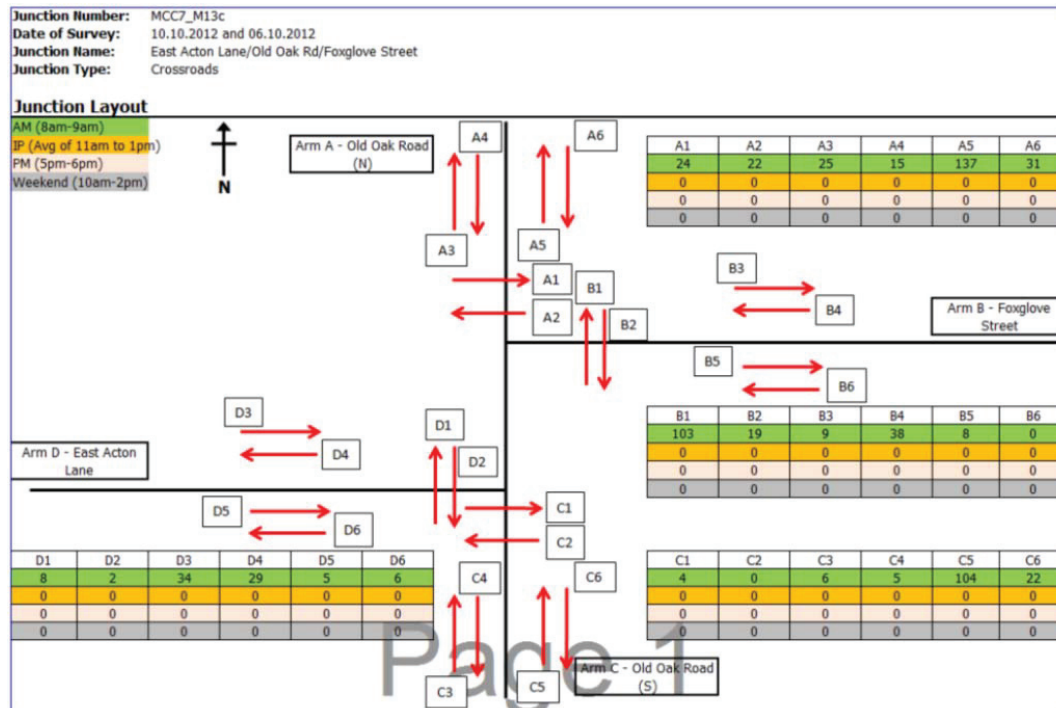
Junction Number:	MCC7_M13b
Date of Survey:	10.10.2012 and 06.10.2012
Junction Name:	East Acton Lane/Old Oak Common Lane Gyratory
Junction Type:	T-junction

Junction Layout

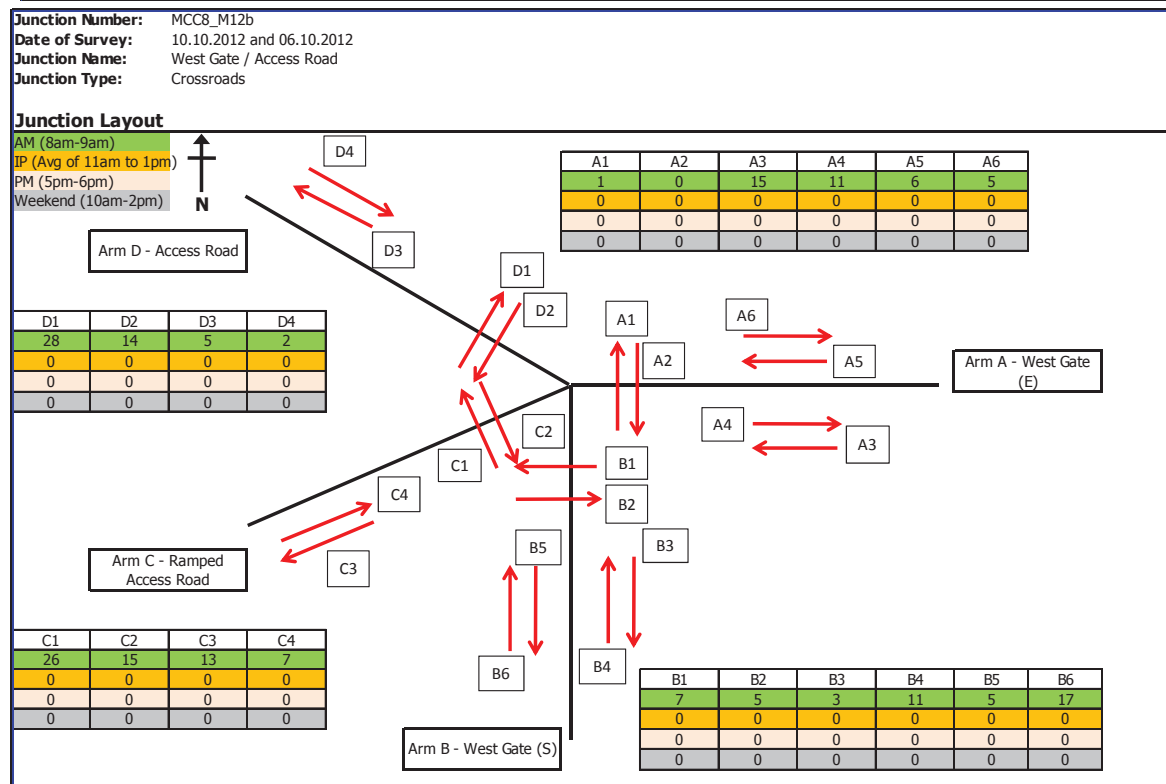
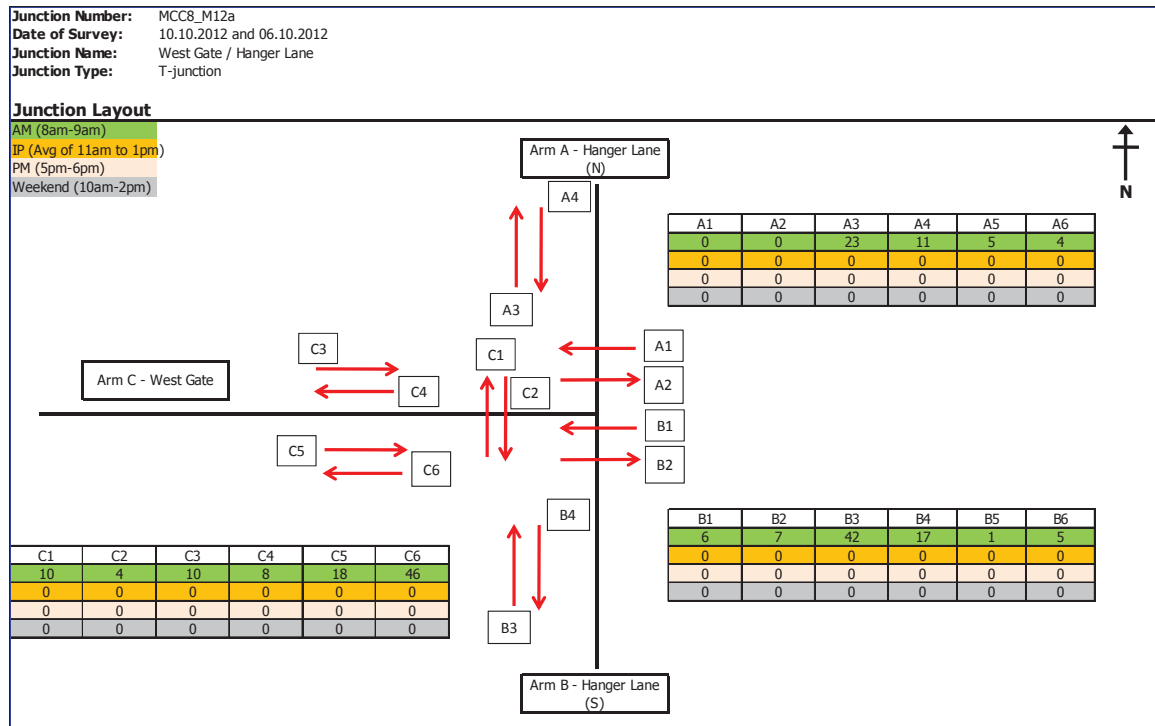
AM (8am-9am)
IP (Avg of 11am to 1pm)
PM (5pm-6pm)
Weekend (10am-2pm)



Appendix O.2– Pedestrian Counts _ North Acton Gyratory



Appendix O.3 – Pedestrian Counts _ West Gate



Appendix P – May – June 2013 Peak Hour Observation Counts

May – June 2013

Introduction

This technical note contains survey data for the C221 supplementary spot check observation counts.

In reviewing the information contained in the C221 London Metropolitan Traffic Survey Report (March 2013) it was concluded that supplementary data was required to plug gaps where little or no traffic baseline was available. Locations were selected accordingly to inform baseline conditions used in the Transport Assessment.

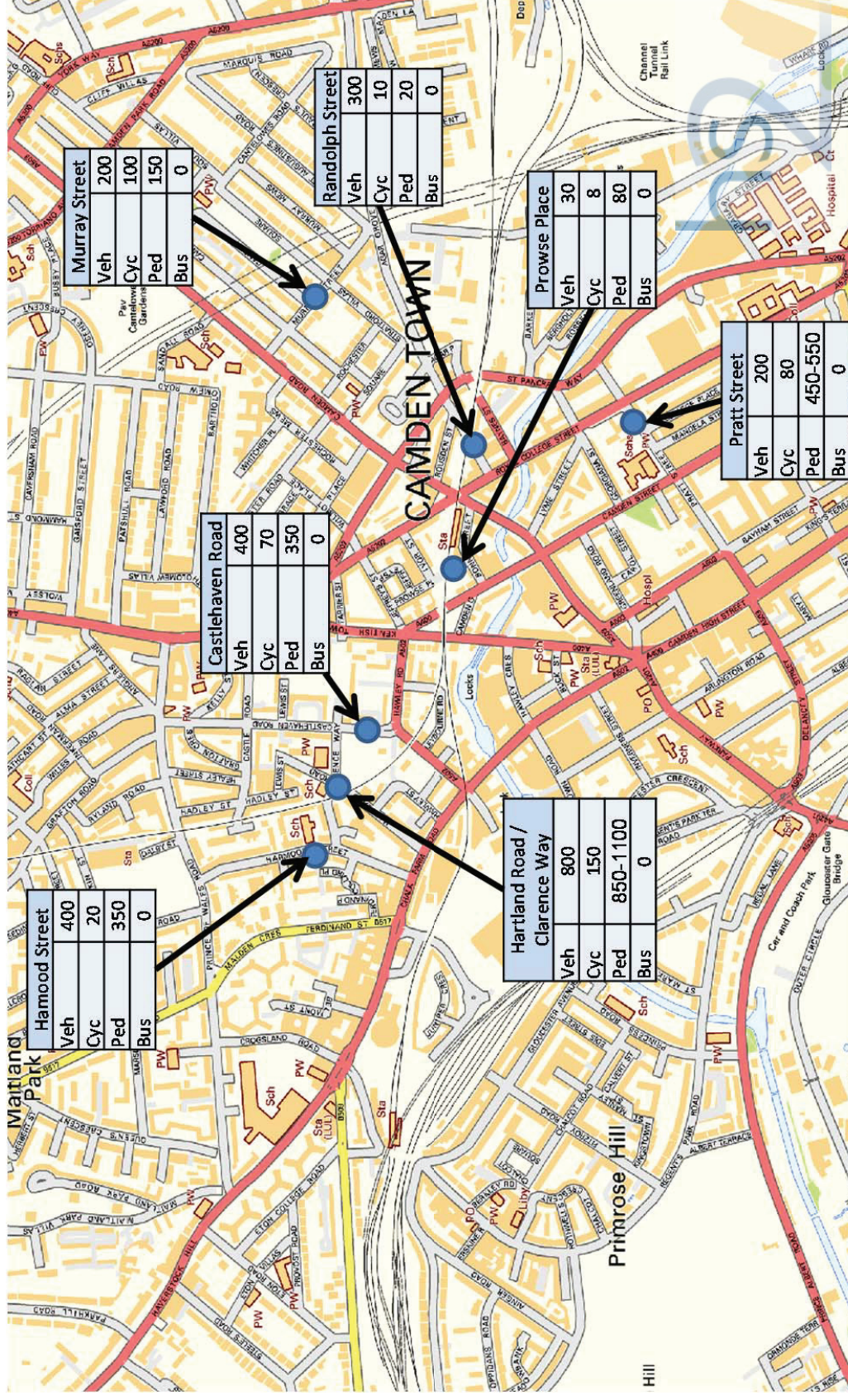
This involved peak hour spot checks to record both traffic and pedestrian flows at the selected locations by internal staff.

The peak hour spot checks were undertaken between late May and early June 2013.

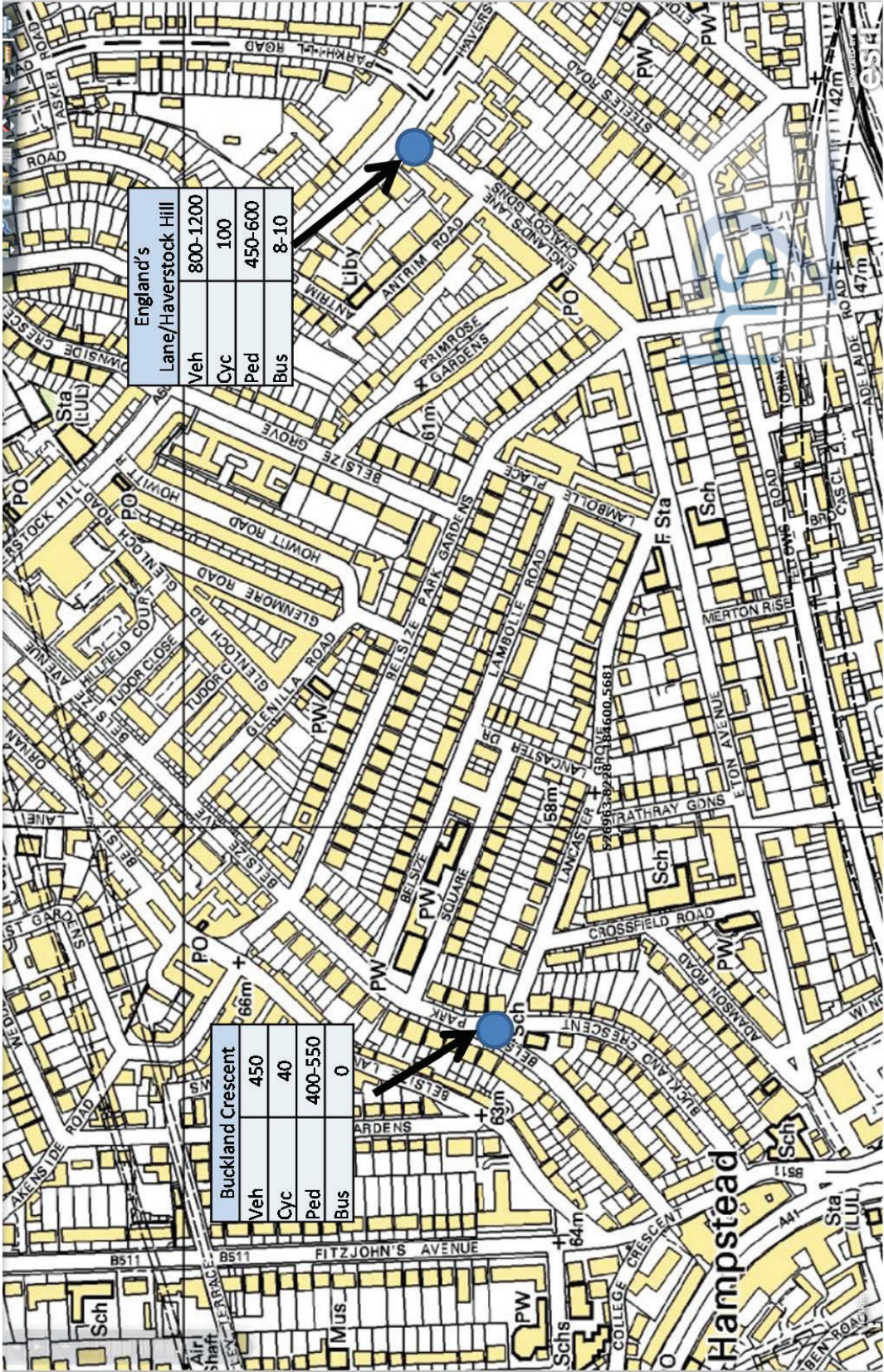
The following table summarises the locations and the actual date of the spot checks.

CFA	Sites	Actual date of count	Count type
CFA 2	Murray Street	16.05.13	Link
CFA 2	Prowse Place	16.05.13	Link
CFA 2	Pratt Street	16.05.13	Link
CFA 2	Castlehaven Road	16.05.13	Link
CFA 2	Harmood Street	17.05.13	Link
CFA 2	Hartland Road/Clarence Way	21.05.13	Junction
CFA 2	Randolph Street	21.05.13	Link
CFA 3	Englands Lane/Haverstock Hill	21.05.13	Junction
CFA 3	Buckland Crescent	21.05.13	Link
CFA 4	Kilburn Lane	22.05.13	Link
CFA 4	Premier Corner	22.05.13	Link
CFA 5	Greenford Road	23.05.13	Link
CFA 4	Bashley Road/St Leonard's Road	06.06.13	Junction
CFA 4	School Road/St Leonard's Road	06.06.13	Junction
CFA 4	Chase Road	06.06.13	Link
CFA 6	Newyears Green Lane	16.05.13	Link
CFA 6	Swakeleys Road	16.05.13	Link
CFA 6	Victoria Road	24.05.13	Link

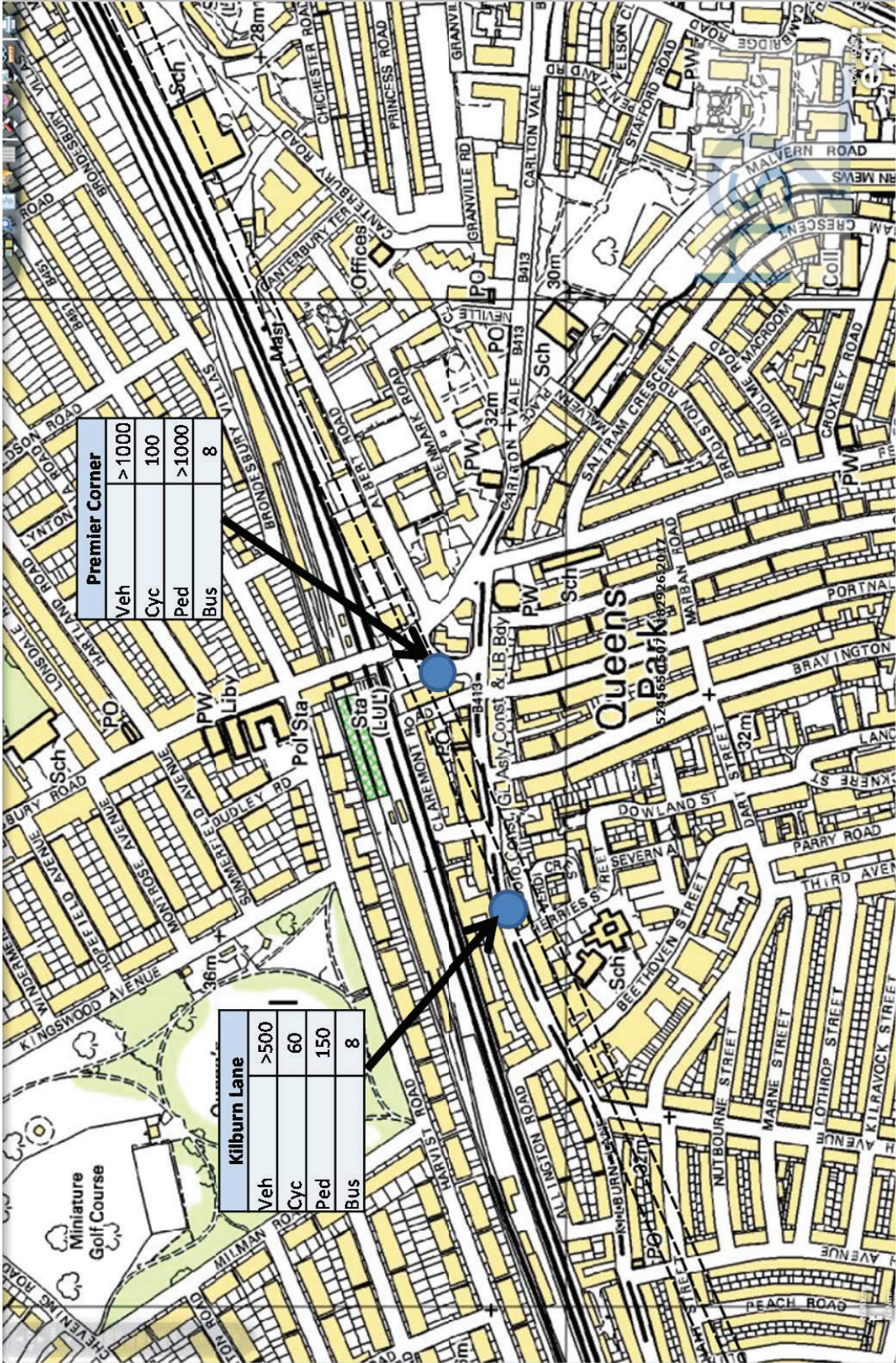
Appendix P.1 – Observation Link Counts _ Camden



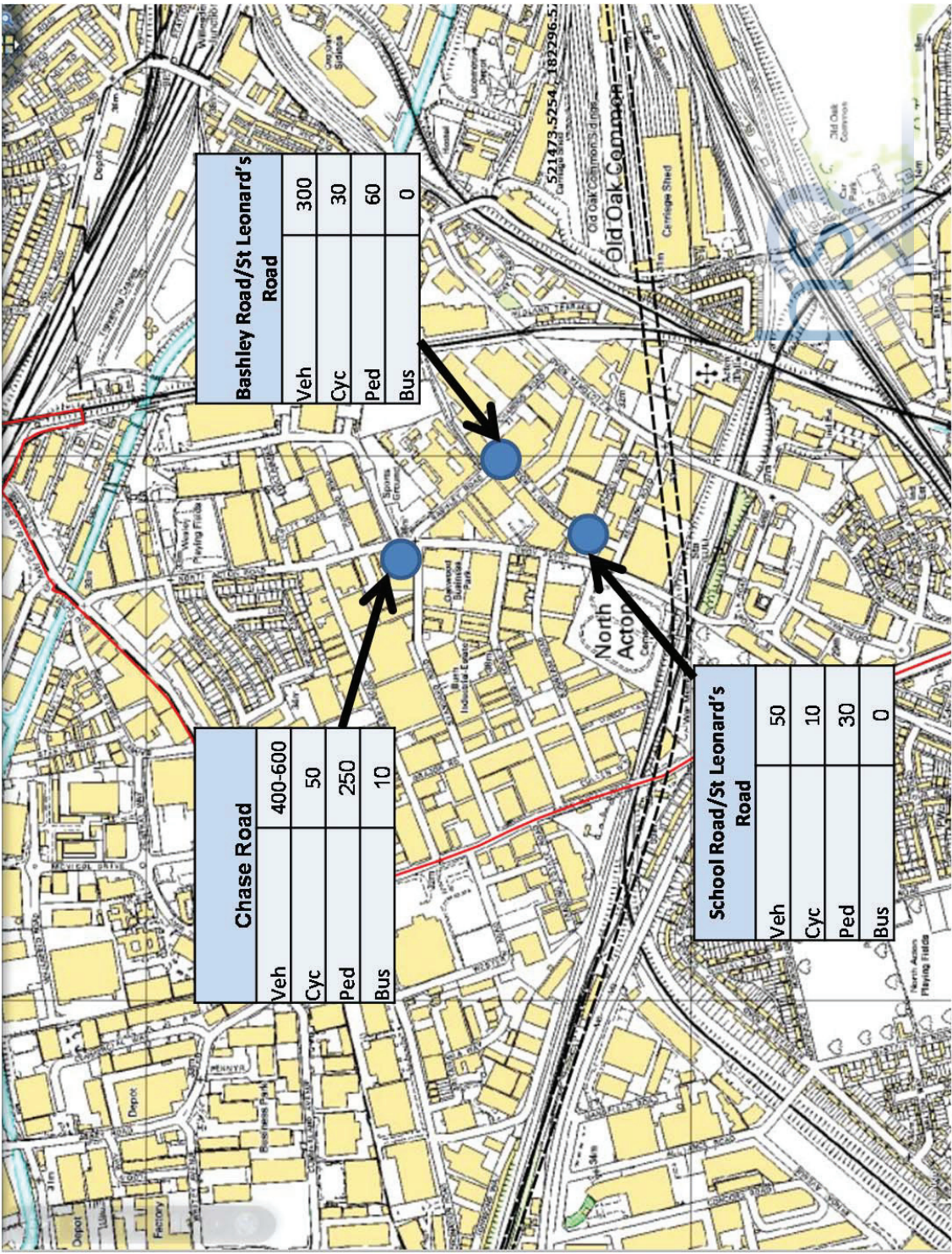
Appendix P.2 – Observation Counts _ Junction Entry Flows _ Camden



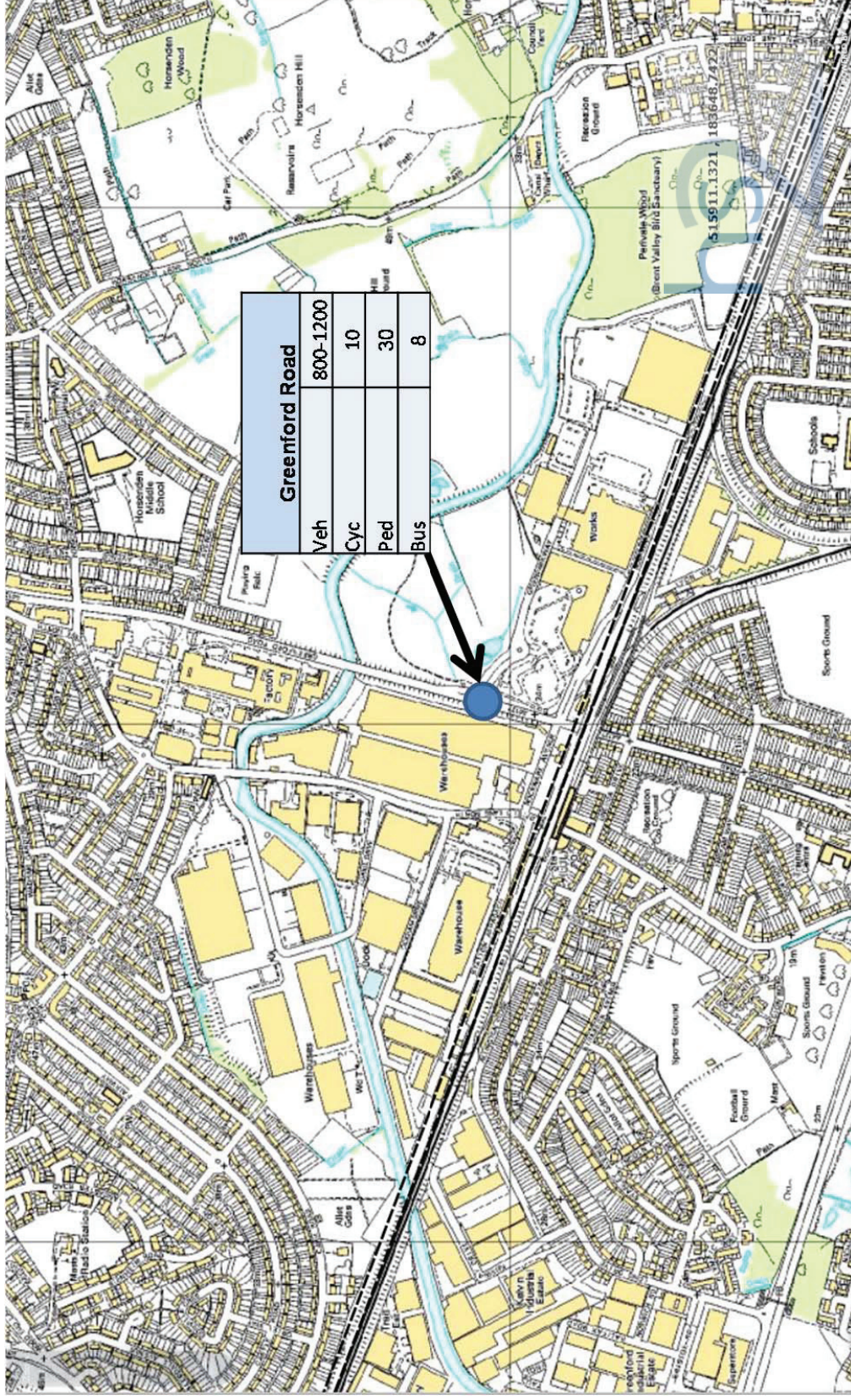
Appendix P.3 – Observation Counts _ Junction Entry Flows _ Salisbury Road



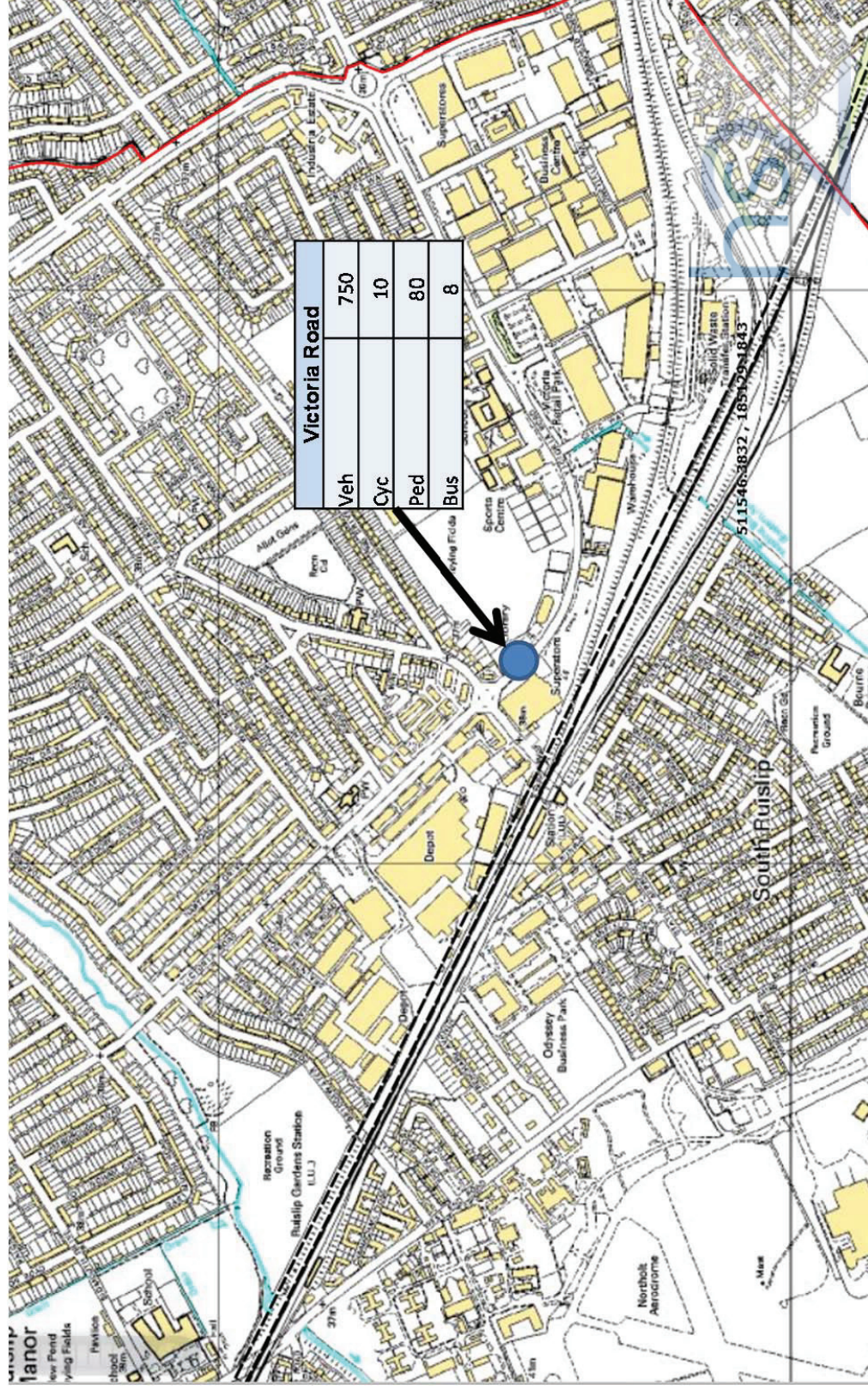
Appendix P.4 – Observation Counts _ Junction Entry Flows _ Old Oak Common



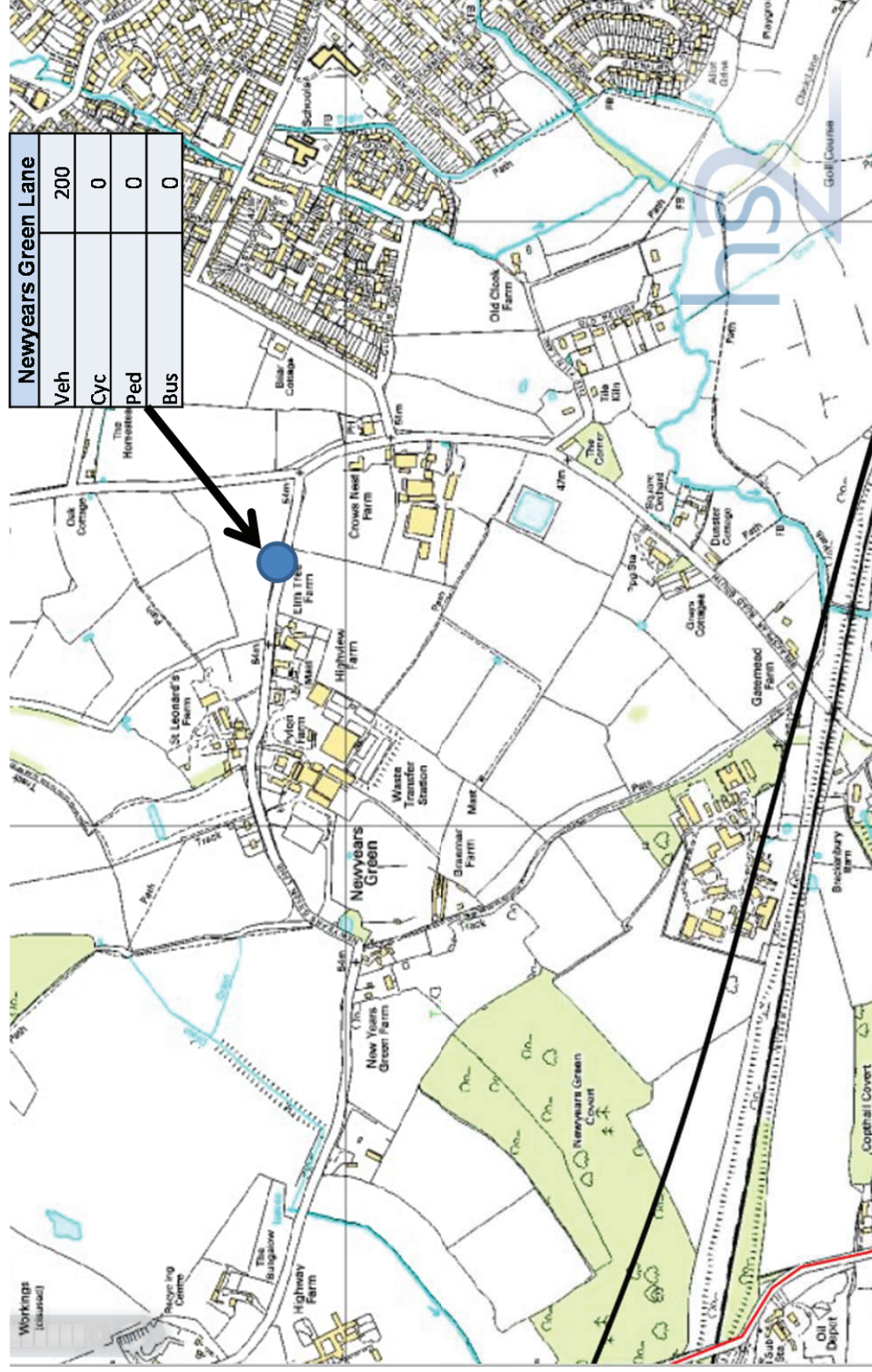
Appendix P.5 – Observation Counts _ Junction Entry Flows _ Greenpark Way



Appendix P.6 – Observation Counts _ Victoria Road



Appendix P.7 – Observation Counts _ Newyears



Appendix P.8 – Observation Counts _ Swakeleys Road

